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SCOTLAND'S CHANCE OF GOING "DRY"
TEETOTAL WORKERS CONFIDENT

A special correspondent of the Times writes:—Temperance workers in Scotland are quite confident that by April of next year they will succeed in abolishing the retail sale of beer, wine, and spirits in many areas in their country. Little is being said about further developments which would follow the successful application—from their point of view—of the restrictive provisions of the Scottish Temperance Act, but complete prohibition of the manufacture and consumption of any form of alcoholic liquor may be regarded as the ultimate aim of the majority of the people who are now seeking to persuade the electors to vote for the closing of bars and the abolition of "off" licences. If Scotland could be made "dry" the campaign would quickly be extended to England and Wales. For the purpose of securing a "No Licence" vote a National Citizens' Council has been formed in Scotland representative of practically all the Christian Churches, which the exception of the Roman Catholics, and also of all the national temperance societies. The preparatory work of local organizations is already in an advanced state in those areas where a vote is likely to be taken in November or December this year, and in many localities an active "No Licence" campaign is already in progress. Public meetings and conferences are being held, and there is a systematic and extensive distribution of what is regarded as suitable literature. This form of propaganda is to be followed in hundreds of areas by a house-to-house canvass, and later in the year the hearings will be covered with "No Licence" posters. American Prohibitionists, some of them associated with the Anti-Saloon League, will take a prominent part in the campaign, and the League may be expected to augment by generous donations the funds subscribed by the Scottish churches and private citizens, who for religious, moral, or business reasons wish to see the drink traffic crushed out.

LITTLE OPPOSITION.
Up to the present the temperance party has not been faced with organized and vigorous opposition, and this may account for the optimistic forecast given to me that in the greater number of electoral districts, even including the more populous areas, a "No Licence" resolution will be carried. But for the surprising prohibition victory in America the licensed trade might have allowed their case to go more or less by default through apathy, due to a belief that the public would contemptuously reject any proposal to prohibit the sale of alcoholic beverages. That comfortable sense of security has had a rude shock, and at the eleventh hour preparations are being made to put up an effective fight. The Prohibitionists have got a good start, and will not easily be overtaken. The trade too, is handicapped, as I pointed out in a previous article, by having to defend not only the legitimate and reasonable right of a man to drink a glass of beer, but the undesirable type of public house where that drink is to be obtained. A campaign for the retention of the existing licences, if it is to succeed, ought to be strengthened by a definite movement for the improvement of the premises where drink is consumed.

To night against the veto an organisation has been formed called the Scottish Licensed Trade Veto Defence Fund. It consists of local associations of wine and spirit merchants and licensed grocers banded together for this special purpose, and is also representative of associations of brewers, distillers, hotel keepers, and restaurateurs, and of the veto insurance companies. The fullest support is being received from the Whisky Association and London sections of the licensed trade. Local defence associations, with competent officials are being set up by the central organization to cover practically the whole of Scotland. Organizing secretaries attached to the headquarters staff have been appointed, and the number is to be increased, to take over divisional territories throughout the country. Women's committees are being formed to work in cooperation with men's committees.

A FATEFUL YEAR.
Mr. Harry Earnshaw, who has been placed in charge of the campaign, with offices in Glasgow, told me that members of the trade

realized that 1936 is to be a fateful year for Scotland, and they do not now underestimate the strength of the opposition to their backbone. An enormous amount of work has been accomplished during the past 24 or 30 years by the temperance parties, and this work has had a good deal of influence. Practically all Scottish politicians were pledged to support the principles of local option. With regard to American intervention, they did not object to the interference of the Anti-Saloon League if the "Pussyfoot" emissaries played the game fairly, as they were fully confident that the more that is known of the alleged "druggies" of America the better chance they would have at the polls. Prominent men from the United States would probably come to Scotland to present the other side of the Anti-Saloon League's case. It was known that the protagonists of the League were making many misleading statements, but these could only be effectively contradicted by Americans who knew the exact state of affairs in their country.

Our public speaking campaign, Mr. Earnshaw added, has already been launched. Many successful meetings had been held in Scotland, and arrangements are being made for well-known speakers to address mass demonstrations in every centre between the present time and the date of the poll. In addition, thousands of area meetings are being planned. The trade is out to fight a clean fight. Those associated with it believe they have a good cause and they are not going to be ashamed of putting it before the public. We consider the present legislation to be purely class legislation aimed at the working community. Even if the whole of Glasgow were voted "dry," people with money would be able to purchase as much whisky or beer from the wholesalers as they desired.

When the time for resting the opinion of the country comes a little nearer, tons of literature will be distributed by the two sides in the form of pamphlets and leaflets. The temperance organizations will urge the electorate to "vote No Licence" for many and varied reasons, and among others because "more liquor means less food," "drink is bad for the brain," "drink is the deadly foe of childhood," "the liquor traffic makes transport scarce and coal scarce," and "drink hinders production." Illustrated handbills will ask the question: "Who has the best right to the wages, the drink seller or the housewife?" depicted by a clutching hand the overshadowing curse of the drink-shop, and in others ways appeal to the emotions, the pocket, and in some degree to the reasoned intelligence of the public.

TYPICAL LEAFLETS.
It is a good sign that the trade propaganda is to avoid vulgarity and the fatuous feebleness which has characterized some of the English efforts to counteract the Prohibition attack. One leaflet which Mr. Earnshaw is circulating is a reprint of a letter to the Times from Mr. Edmund Gosse, stating the case for the moderate drinker. Another contains a Prohibition catechism, and while stating that 80 per cent. of the adult population of Scotland use some form of alcoholic beverage, submits that about 5 per cent. drink to excess. A third leaflet sets out the distinction between temperance and prohibition, and contends that temperance has to do with your controlling yourself, while prohibition has to do with the other fellow's control of you; temperance implies and permits use in moderation, and prohibition forbids use even in moderation.

The first large roster for the defence of the trade, which will shortly be on the walls, gives publicity to Mr. Samuel Gompers' reasons for objecting to prohibition. It remains to be seen what attitude the nontotal public takes towards the "No Licence" crusade. If they are indifferent to the retention of facilities to obtain alcoholic refreshment "No Licence" will win, as the temperance enthusiasts, according to Scottish opinion, will "dig their way through 10 ft. of snow, if necessary," to give their vote on the day the poll is taken.

A PROFITEERING TENANT.
A landlord told the Folkestone Magistrates recently that one of his tenants let a small cottage with three rooms to 11 people. She made more money out of one room than he received in rent. As order for possession was granted to him.



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ARE PROFITEERING DECISIONS VALID?

MAGISTRATE POINTS OUT SUPPOSED FLAW.

Are the decisions taken by committees, and magistrates under the Profiteering Act valid? This question has arisen in consequence of the decision of Mr. Mead, the Marlborough-street magistrate, who held that he had no jurisdiction in a charge of profiteering, as the order was not signed by the Board of Trade, but only by the President.

An application for a ruling will probably be made to the Divisional Court. It was announced at a recent meeting of the County of London Profiteering Tribunal.

Every regulation made by the Board of Trade for years is said to be involved. At the Profiteering Department of the Board of Trade it was stated that Mr. Mead's action would not interfere with the future action of the Department, in connection with prosecutions. Before the meeting of the County of London Tribunal Mr. Frampton said two cases similar to the one before Mr. Mead had been adjourned by the magistrates pending a decision.

He said the point made before Mr. Mead was that a committee of the Board must meet in order to ratify any Act. Such ratification could not have been done by one member, and the magistrate held that the President of the Board of Trade could not take upon himself to do all things singly without consulting the committee. Therefore the decisions arising out of the Act were not valid.

Mr. Frampton pointed out that, if such decisions were invalid, the Tribunal would have no jurisdiction over such cases, and that it was a waste of time for the Tribunal to sit.

Judge Snagge, who presided, said it was for the parties concerned to decide whether their appeals should be heard and determined for what they were worth. They could hear the evidence without coming to a decision. Appellants expressed their desire to proceed with the cases at once. Judge Snagge: "We think, having regard to the inconvenience of adjourning the whole of the proceedings, that it is desirable to hear the evidence in these cases."

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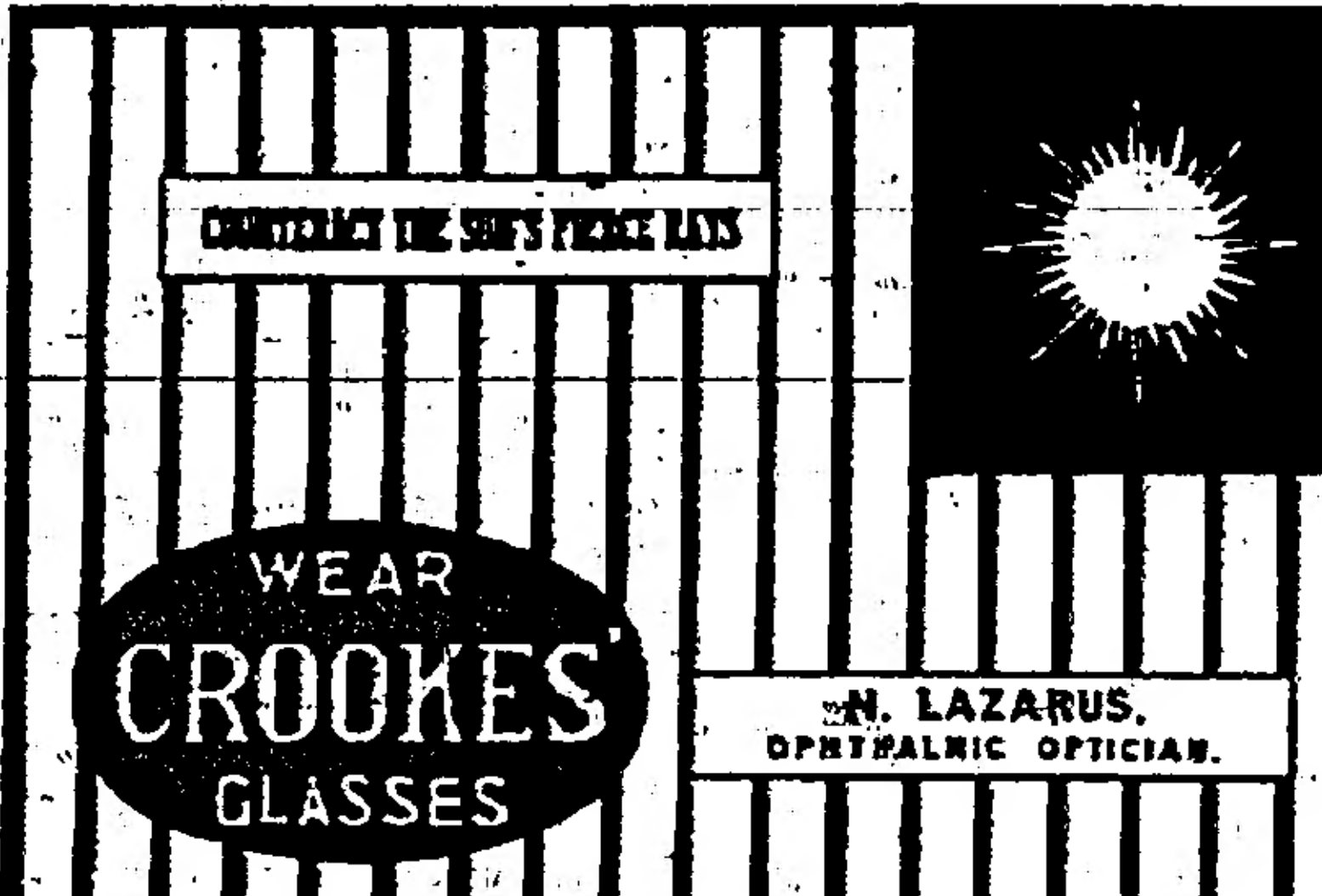
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RAW MATERIALS FOR GERMANY.

BRITISH-TRADERS' PLAN.

A national conference of manufacturers and producers, organized by the Federation of British Industries, was held recently at the Kingsway Hall, Kingsway. Mr. W. Peter Rylands (president of the Federation) presided, and the following bodies of manufacturers and producers were represented: The Association of British Chambers of Commerce, National Confederation of Employers' Organizations, Coal Association, British Engineer's Association, National Federation of Iron and Steel Manufacturers, Glass Bottle Manufacturers' Association, Chemical Manufacturers' Association, British Empire Producers' Organization, and the British Commonwealth Union. The textile associations included the Master Cotton Spinners, the Bleachers, and the Yorkshire Dyers.

The Chairman said it had been suggested that manufacturers, representing all shades of interests, should meet together at least once a year for the purpose of discussing important national problems which were continually arising. Certain portions of the world were enjoying exceptional material prosperity; other parts of the world, not less important from an industrial and productive point of view, were practically bankrupt. They were depleted of essential stocks, heavily in debt to the rest of the world, and in some cases burdened, deservedly no doubt, with huge indemnity obligations, while their position was being daily made worse by the fact that they were inevitably consuming more than they produced.

It was suggested that arrangements should be made for the supply to the Continental Powers requiring help of certain raw materials necessary to the rehabilitation of their industry. The question was extremely delicate, as any credit which this or other countries could be asked to extend for this purpose must be strictly confined to the object aimed at, and careful provision must be made to ensure that the remedy should be of real effect.

Germany was a country in the position of a spend-thrift, who had pledged his credit to the bill, and had so consumed his resources that he lacked everything that was necessary to make a fresh start. In the United States, on the other hand, there was neither serious inflation of credit nor of currency. Her position differed little from the normal, except possibly in the extent of her boundless prosperity. That prosperity was largely the result of her huge exports of war and other material during the past few years. In spite of the great advance in prices, her imports during the last two years had only doubled in value over the pre-war figures, while the value of her exports had increased nearly fourfold. Was it surprising that the exchange had moved so heavily in her favour?

THREE POSSIBLE REMEDIES.

Under the present conditions of exchange, it would seem that Germany could not export through lack of resources, while the United States could not export through their excess—a curious and a paradoxical conclusion, which might prove of some assistance to Great Britain in finding a solution for her own troubles. There were three possible events which might bring about a change in the economic position of the United States, in relation to the rest of the world, and particularly to ourselves. First, a huge loan to Europe might be arranged, which would tend to restore temporarily at all events, the balance of exchange. Such a course presented many objections and possible dangers, and there appeared to be no sympathy for the suggestion on the other side of the Atlantic.

Secondly, a relatively high level of prices in the United States might increase her imports in relation to her exports to an extent sufficient to rectify the exchange. Under normal conditions this would be a natural consequence, but any such result might, in the case of the United States, be long delayed. The United States possessed such vast resources that she did not need to import any of a wide range of essential commodities. Before the war she was a debtor nation. During the war she had liquidated a large proportion of her pre-war indebtedness and had sent vast loans to Great Britain and other Allies. Instead, therefore, of having to transmit goods in pay-

ment of interest, it would be necessary for her to transmit her imports, thereby tending to maintain a trade balance on the basis of the volume of her pre-war exports. For this reason any serious expansion in her export trade in the near future was improbable and the great developments in the United States might not present the serious menace of competition which some had feared.

The only other event which seemed left was that exchange might be restored by flow of capital from the United States through natural channels. At present the results of her prosperity were in a great measure being absorbed in increased developments of her home resources, as indicated by the high rate of interest which new capital could still command. When the demand for capital for these fresh developments was satisfied the rate of interest would fall and through the ordinary channels a steady flow of capital from the United States would take place. This prospect was perhaps, not altogether pleasing, but so far as the capital was devoted to the undeveloped portions of the world, we also should derive benefits by an increase in our opportunities for profitable trade, just as in the past, the United States and Germany reaped advantage from similar developments by themselves.

BRITISH HOME CONSUMPTION.

In Great Britain we also had been suffering from the evil of consuming more than we produced. The first essential remedy was that Government borrowings must cease. It was almost useless seeking other remedies until this great one was applied. We must also increase our production. He feared, however, that prices were likely to rise whatever we might do. Manufacturers could hardly fail to be alarmed at the prospect that one day a reaction must come; that the higher the pinnacle the more disastrous the fall. But high prices were generally accompanied by prosperity. A setback to commercial prosperity would be particularly unfortunate at present. While we must not grudge the return of Germany as a producer for the world, we must see to it that the British manufacturers aspired for themselves the largest possible share in the supply of the world's requirements; on the other hand, they must seek by co-operative effort to restrain prices. Our purchases from the United States should, as far as possible, be confined to essentials.

Mr. Arthur Steel-Maitland, M.P., moved a resolution urging upon manufacturers the desirability of setting aside some proportion of their output for export purposes, more particularly articles unessential for home consumption, and advising the Government to give all possible assistance to production and to the export trade of the country. He said there was a vast field of trade in South America, and increased exports to that part of the world would tend to rehabilitate exchange.

Mr. De F. Pennefather, M.P. (Association of British Chambers of Commerce), seconded the motion, pointing out that America, as well as ourselves, was suffering by the present exchange position, and he thought before long she would be disposed to cooperate heartily with us in finding a remedy.

Mr. Stanley-Street Porter (Farmers' Federation) remarked that sufficient wheat for home consumption would not be grown in this country so long as the Government paid 100s. per quarter for imported wheat and only 76s. to the farmer for home-grown wheat.

The resolution was agreed to. The Hon. R. H. Brand (Federation of British Industries) moved a resolution urging that the reconstruction of Europe would be promoted by giving assistance to those countries rehabilitation would otherwise be indefinitely postponed; and that this assistance should take the form of essential raw material on terms to be arranged.

Mr. A. M. Samuel, M.P. (British Chambers of Commerce, and Norwich Chamber of Commerce), in seconding, said that it would be better to send raw material than to give long-term credits.

The motion was agreed to. A resolution on the subject of Government finance was proposed by Sir William Peat (Federation of British Industries). It urged that Government borrowing must cease forthwith and expensive schemes must be postponed. Taxation must be reduced as soon as possible, so as to diminish the tendency of

WAR DAMAGE TO THANE TOWNS.

CLAIMS FOR OVER £455,000.

Ramsgate, Jan. 12.—Thane towns have submitted claims to the Foreign Office for compensation from Germany, totalling over £455,000. The claims are made up as follows:—

Margate £375,646
Ramsgate £100,000
Broadstairs £60,000

Ramsgate's total is likely to be considerably increased, and, in addition, there are a few thousand pounds represented by the claims of the smaller towns in the Isle of Thanet.

The whole of this subject was discussed at a conference between Mr. Edmund Harmsworth, M.P. for Thanet, and representatives of the local authorities at Ramsgate a few days ago.

The Mayor of Ramsgate explained that there were thousands of pounds claimed for actual damage suffered as a direct result of the war, in addition to those claims which had been covered by the War Insurance Scheme. These claims, he stated, have been submitted to the Claims Department of the Foreign Office, but they were told that nothing could be done until the Treaty with Germany had been signed, because they were included in the Treaty terms regarding compensation. In these circumstances the Mayor of Ramsgate said that they were particularly fortunate in meeting Mr. Harmsworth, because by all accounts the Treaty was about to be signed, and steps might immediately be taken to press the matter forward.

The Town Clerk of Margate submitted a statement showing a total of 1,249 claims, amounting to £385,646. The nature of the claims covered those made by private residents, those letting furnished houses, lodging house-keepers, traders, hotels, boarding house-keepers, property owners, and a certain number claiming compensation for personal injuries suffered during the raids by air and sea.

The Town Clerk of Ramsgate mentioned that a certain amount of assistance had already been received from the Canadian Fund and the Prince of Wales's Fund, but this had been nothing like sufficient. As the injuries were directly due to the Germans, Germany should be made to pay the compensation, and then recover it from Germany.

The Mayor of Ramsgate put forward the point that there was an enormous balance in the hands of the Government out of profits that had been made from the War Insurance schemes. This had been a very good profit-making undertaking for the Government, and the profits that had accrued should, in common fairness, be devoted to compensating those who had suffered from the war, even although their particular sufferings did not come under the Insurance Scheme.

Mr. Harmsworth stated that, up to the present, no claim had been submitted to the War Insurance Department, as it was understood that a committee of the Foreign Office was dealing with the matter. He recommended that application should be made to that Department in the hope that something might be done.

It was decided to submit a joint claim to the Treasury, and Mr. Harmsworth promised to help.

capital to go to foreign countries. The resolution condemned any levy on capital, expressed the view that the taxation of war fortunes could not be carried out without gross injustice, and welcomed the imminent abolition of excess profits duty, urging that any tax which might be put in its place should be designed to inflict the least possible hindrance to the development of industry.

Mr. Thomas Biggart (Scottish Association of Controlled Establishments) seconded the resolution, and it was carried without dissent.

Mr. Max Muspratt (Association of British Chemical Manufacturers and Federation of British Industries) moved a resolution on the subject of prices and profits, urging the Government to remove, as far as possible, all restrictions upon trade.

Sir Algernon Firth (Thomas Firth and Sons, Heckmondwike and Association of British Chambers of Commerce), seconded, and the motion was agreed to. The conference adjourned at 11 o'clock.

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REUTER'S TELEGRAMS.

(Continued from page 1.)

FRENCH FOREIGN POLICY.

IMPORTANT DEBATES IN THE CHAMBER.

Paris, March 27.

In a speech in the Chamber, M. Millerand said as the Treaty constituted France's sole protection it is her imperative duty not to tolerate any weakening of it. The French Government proposes to say to the German Government, "France is not a land of hatred and vengeance. She demands only justice, but justice she demands imperatively. You say that in order to keep your engagements you must be able to live and work. The French Government does not exclude the possibility of economic collaboration, but it is to the German Government to give proof of its good faith by fulfilling its obligations." France, he said, is magnanimous, but she does not intend to be a dupe when Paris is threatened and London is no longer safe. The interest of the Allies is to show a united front, and none of the Allies doubts this truth.

M. Barthou's speech in the Chamber on Thursday, attacking the British Government, has aroused much criticism from the French Press. The *Journal des Debats*, after admitting that British policy had occasionally been contradictory, said M. Barthou denounced these contradictions with a bitterness of language and a passion which one would not have expected from a statesman. The *Temps*, in a leading article, entreats the British public not to imagine that the French Chamber is in any way hostile to England. Occasional divergences of opinion, it says, may cause irritation, which, however, is quickly dispelled by speeches like the one made in the House of Commons by Mr. Lloyd George.

FRANCE IN THE NEAR EAST.

Paris, March 28.

Speakers in the Chamber, discussing Turkey, declared that the Allies' victory had shattered pan-German dreams in the East. France should not abandon her position in Syria and Cilicia, because she had a right to be there.

The ex-Premier, M. Briand, declared that if France did not take her place in Cilicia, others would. Emir Feisal should be Administrator under French control. M. Briand emphasised the difficulties of confronting the Allies with the Turkish question. He paid a tribute to the goodwill of Britain.

M. Millerand, winding up the debate, declared that France in conjunction with the Allies would make her rights respected.

VOTE OF CONFIDENCE.

Paris, March 29.

The debate on foreign policy in the Chamber of Deputies has ended, a vote of confidence in the Government being passed by 518 votes to 70. Before the close of the debate, M. Millerand said France is foreign to any imperialistic or Militarist idea; she only took up arms in defence, but though she supported, without faltering, most fearful sacrifices when she had to fight for her life and the safety of the whole world, she would be unworthy of her victory and of her duty and honour to consolidate after having obtained them. That is why she will insist on all her rights being respected.

Francois Marsal, Finance Minister, in the Chamber said France's financial situation has now improved and would be entirely satisfactory by July if production were not hindered.—Havas.

NAVAL FIGURES.

SOME BRITISH AND AMERICAN FIGURES.

London, March 31.

In the House of Commons, at question-time, Mr. Long made a statement as regards the report of an American Navy to equal the British by 1924. He said the statement that the United States Navy Estimates exceed Britain's by one million sterling did not represent a fair comparison, for at the current rate of exchange the United States' Estimates were approximately £23,000,000 more than Britain's. Moreover, if the £23,000,000 terminal war expenses in the British Estimates were subtracted, the United States' Estimates would be £44,000,000 in excess of the British. As regards personnel figures, Britain's were 136,000, falling to 131,000 by the end of the year, including all ranks and ratings of officers, men and marines, whereas the United States' figure of 120,000 was the total of enlisted men only, excluding officers and marines; therefore the comparative total was 147,000. Furthermore, the British personnel was being reduced, while the United States' Estimates provide for the personnel increasing. When the British numbers had fallen to 131,000 the United States would have risen to 177,000.

ROME-TOKYO FLIGHT.

Rome, March 29.

A message from Adria says the squadron of S.A.V. aeroplanes commanded by Captain Godesco, which is participating in the Rome-Tokyo flight, has arrived.

London, March 29.

A message from Rangoon, dated March 25, says the airman Matthews has arrived bound for Australia, also Massaro and Ferrarin on the flight to Tokyo.

ITALY'S LOYALTY TO THE ALLIES.

Rome, March 29.

In the Chamber Signor Nitti emphasised Italy's complete loyalty to the Allies, and urged the necessity of solving the Adriatic question by an agreement with Jugo Slavia.

U.S. MINISTER TO DENMARK.

Washington, March 28.

The appointment of Mr. Joseph C. Grew as United States Minister to Denmark is confirmed.

FRENCH TEXTILE WORKERS STRIKE.

Roubaix, March 29.

A general strike of textile workers has been declared. One hundred and fifty thousand workers are affected.

NOTICE.

REPULSE BAY HOTEL.

SATURDAY, April 3rd.—TEA DANCING From 4 to 7 p.m. DINNER DANCE From 8 p.m.

SUNDAY, April 4th.—ORCHESTRAL CONCERTS DURING Tiffin and AFTER-NOON TEA.

MONDAY, April 5th (Bank Holiday).—TEA DANCING From 4 to 7 p.m. DINNER DANCE From 8 p.m.

PUB AUCTION.

VALUABLE LEASEHOLD PROPERTY

to sold in one lot by Public Auction on

TUESDAY

the 6th day of April 1920 at 3 o'clock p.m. at his Sales Rooms at No. 6 Duddell Street, Victoria Hongkong.

by Mr. Geo. P. Lammer, Auctioneer.

The property consists of: All that piece or parcel of ground situate at Victoria Hongkong registered in the Land Office as Section D. of Inland Lot No. 963 together with all the messuage and premises thereon known as No. 65 Wyndham Street. For further particulars and conditions of Sale

Apply to Messrs. Wilkinson & Grist, Vendor's Solicitors, No. 9 Queen's Road Central, Hongkong.

or Mr. George P. Lammer, Auctioneer, No. 6 Duddell Street, Hongkong.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here—

Leungyuenching from Shanghai.

0295, from Shanghai.

Voutongcheong, Fast Ontalies Des Vaux Road, from Yokohama.

Leung Yau Cheung Ming Lock, from Kobe.

Boosung Shop Shangkwai, from Shanghai.

Courtnay, Post Office Building, from Kobe.

Tongseung & Co., Des Vaux Road, from Amoy.

Kohyangkoh, 3 Floor House, No. 21, Yingwo Street, from Shanghai.

Leungwok, Care Lee Bros, from Shanghai.

Sokit, Great Eastern Hotel, from Peking.

Colliver Party, Hongkong Hotel from Shanghai.

Wongkangchi, No. 38, 2nd Floor, Stanley Street, from Amoy.

Makay, from Shanghai.

T. KANG, Superintendent, Hongkong, April 1, 1920.

WATER RETURN.

Level and Storage of water in Reservoirs on March 1, 1920.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

1919. 1920.

City 25.4 Below 13.2 Below

Typhoon 27.3 Below 24.2 Below

Overland 10.0 Below 10.0 Below

Medium 10.0 Below 10.0 Below

Typhoon 10.0 Below 10.0 Below

Overland 10.0 Below 10.0 Below

Medium 10.0 Below 10.0 Below

Typhoon 10.0 Below 10.0 Below

Overland 10.0 Below 10.0 Below

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Medium 10.0 Below 10.0 Below

Typhoon 10.0 Below 10.0 Below

Overland 10.0 Below 10.0 Below

Medium 10.0 Below 10.0 Below

Typhoon 10.0 Below 10.0 Below

THE ADMIRAL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ELDRIDGE"

having arrived from Seattle via ports, on April 3rd consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong before Bills of Lading will be countersigned. All broken, chafed and damaged cargo is to be left in the Godowns, where it will be examined at 10 a.m. on April 5th by the Company's Surveyors, Messrs. Goddard & Douglas.

All claims must be presented within 30 days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after April 10th will be subject to rent.

No Fire Insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for counter-signature immediately.

PACIFIC STEAMSHIP CO. United States Shipping Board Emergency Fleet Corporation Operating Agents.

THE ADMIRAL LINE, 5th Floor Hotel Mansions, Hongkong, 3rd April, 1920.

THE ADMIRAL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PAWLETT"

having arrived from Portland via ports, on April 3rd, consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned. All broken, chafed and damaged cargo is to be left in the Godowns, where it will be examined at 10 a.m. on April 5th by the Company's Surveyors, Messrs. Goddard & Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after April 10th will be subject to rent.

No Fire Insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for counter-signature immediately.

PACIFIC STEAMSHIP CO. United States Shipping Board Emergency Fleet Corporation Operating Agents.

THE ADMIRAL LINE, 5th Floor Hotel Mansions, Hongkong, 3rd April, 1920.

NOTICE TO CONSIGNEES.

S.S. "WEST IVAN"

From Seattle JAPAN

SHANGHAI.

The above mentioned vessel having arrived from the above mentioned Ports, Consignees of cargo are hereby informed that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined by Messrs. Carmichael & Clark on 9th instant at 10 a.m. All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after 9th instant will be subject to rent.

No Fire Insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for counter-signature immediately.

FRANK WATERHOUSE & CO. At Operators.

U.S. SHIPPING BOARD, 3rd Floor, Hotel Mansions.

NEW ADVERTISEMENTS.

MARINE ENGINEERS GUILD

OF CHINA.

HONGKONG BRANCH

23, Queen's Road Central.

The regular monthly meeting will be held at the NEW OFFICE as above on Tuesday 6th April 1920 at 5.45 p.m. sharp.

Business Election of Members Correspondence. Reports & General Business.

W. J. STOKES,

Branch Secretary.

NOTICE.

HONGKONG FOOTBALL LEAGUE.

and Division.

Exhibition Match.

Navy Reserves

(Winners of League)

versus

Kowloon (Runners up)

Followed by Presentation of

League Trophy.

Easter Monday, 5th April

Club Ground at 4.15 p.m.

(sd) J. RALSTON,

Hon. Secretary.

Hongkong Football League.

"BEN" LINE OF STEAMERS

NOTICE TO CONSIGNEES.

From MIDDLESBRO, LONDON & STRAITS.

The Steamship

"BENVENUE"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-Signed on or before the 16th inst. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst. at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO. Agents.

Hongkong, 3rd April, 1920.

PUBLIC AUCTION.

THE Undersigned has received instructions from Messrs. Thorsen & Co. to sell by Public Auction on

Tuesday, the 18th May, 1920.

commencing at 3 p.m.

at his Sale Rooms, Duddell Street

The Steamer "DAQMAR"

as she now lies in the Menam River, Bangkok, with all her machinery, gear and appurtenances etc.

1457 tons gross Reg.

921 tons net Reg.

1800 tons deadweight capacity on 17 feet mean draft

Speed 10 knots

This steamer went ashore in the Gulf of Siam, was salvaged, and towed to Bangkok, where she was dry-docked and patched up.

Inspection of plans on application to the East Asiatic Co. Ltd., Bangkok.

The steamer to be at purchasers' risk after fall of hammer, when purchase money is to be paid. For full particulars apply to

Geo. P. LAMMEZ, Auctioneer.

Messrs. THORSEN & CO. Hongkong.

ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS—WHAT YOU DON'T WANT SOMEONE ELSE DOES.

ONE CENT PER WORD PER INSERTION

Two Cents if not Prepaid.

A SMALL ADVERTISEMENT IN THE 3rd COLUMN WILL BE PRODUCTIVE OF MANY ENQUIRIES

REPLIES AWAIT BOX No. —

WANTED.

WANTED.—For Export department man capable taking charge. Must be quick and accurate. State experience, age, salary and nationality. Apply Box 337 c/o "Hongkong Telegraph."

WANTED.

WANTED.—Furnished Room or Boarding by a Japanese. Apply Box 336 c/o "Hongkong Telegraph."

WANTED.—Competent Stenotypist. Apply Box 335 c/o "Hongkong Telegraph."

NOTICE.

We have this day removed our offices from No. 19 Connaught Road to No. 17 Queen's Road Central, (2nd floor).

BRITTO & CO. LTD.

Hongkong, 1st April, 1920.

NOTICE.

Mr. Archibald Orr Lang has this day been admitted a Partner in our Firm in Hongkong and China.

GIBB, LIVINGSTON & CO. Hongkong, 1st April, 1920.

NOTICE.

NOTICE OF REMOVAL

MARINE ENGINEERS' GUILD OF CHINA

CHINA COAST OFFICERS' GUILD

The offices of the above Guilds will be removed to 29 Queen's Road Central (Old Supreme Court Buildings) as from 1st April 1920.

NOTICE.

FIRE INSURANCE ASSOCIATION OF HONGKONG.

EASTER HOLIDAYS.

NOTICE is hereby given that all FIRE INSURANCE OFFICES will be closed for the Transaction of Public Business on MONDAY the 5th April, 1920.

By Order, LOWE, BINGHAM & MATTHEWS Secretaries.

Hongkong, 31st April, 1920.

NOTICE.

MARINE INSURANCE ASSOCIATION OF HONGKONG.

EASTER HOLIDAYS.

NOTICE is hereby given that all MARINE INSURANCE OFFICES will be closed for the Transaction of Public Business on MONDAY the 5th April 1920.

By Order, LOWE, BINGHAM & MATTHEWS Secretaries.

Hongkong, 31st April, 1920.

NOTICE.

It is hereby notified that, on the 5th April next, at the Treasury of Macao at 2 o'clock p.m. before the Committee empowered by the Article No. 156 of the Decree dated 3rd October, 1920.

TENDERS are invited, by verbal competition, for the Monopoly of Opium for the period extending from 8th April to 31st July of current year. The auction price starts from \$300,000.

All the terms and conditions for the tender can be obtained from the Treasurer's Department on application.

Treasurer's Office, Macao, 30th March, 1920.

(Signed) PLINIO TINOCO, Treasurer.

NOTICE.

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE is hereby given that the ORDINARY YEARLY MEETING of the Shareholders will be held at the Company's Hotel, Hongkong, on WEDNESDAY, 7th April, 1920, at noon, for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts for the year ending 31st December, 1919.

The REGISTER of Shares of the Company will be closed from THURSDAY, 1st April to WEDNESDAY, 7th April, 1920 (Both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors, J. H. TAGGART, Manager and Secretary.

NOTICE.

DOUGLAS STEAMSHIP CO. LIMITED.

An Interim Dividend of 8% (84.00) per share has been declared and will be payable on the 15th of April 1920.

The Transfer Books of the Company will be closed from the 7th of April to the 14th of April, both days inclusive, during which time no Transfer of shares can be registered.

DOUGLAS LAFRAIK & CO. General Managers.

Douglas Steamship Co. Ltd. Hongkong, 30th March, 1920.

NOTICE.

LUSITANO RECREATION CLUB

Thirteenth Athletic Meeting

PATRONS—H. E. Sir Reginald Edward Stubbs, K.C.M.G., H. E. Major-General Ventris, Rear-Admiral G. H. Borrett, C.B., His Lordship Bishop Potbury, Commodore Currier, R.N., Hon. Mr. Wm. Chatham

PICTORIAL SUPPLEMENT.

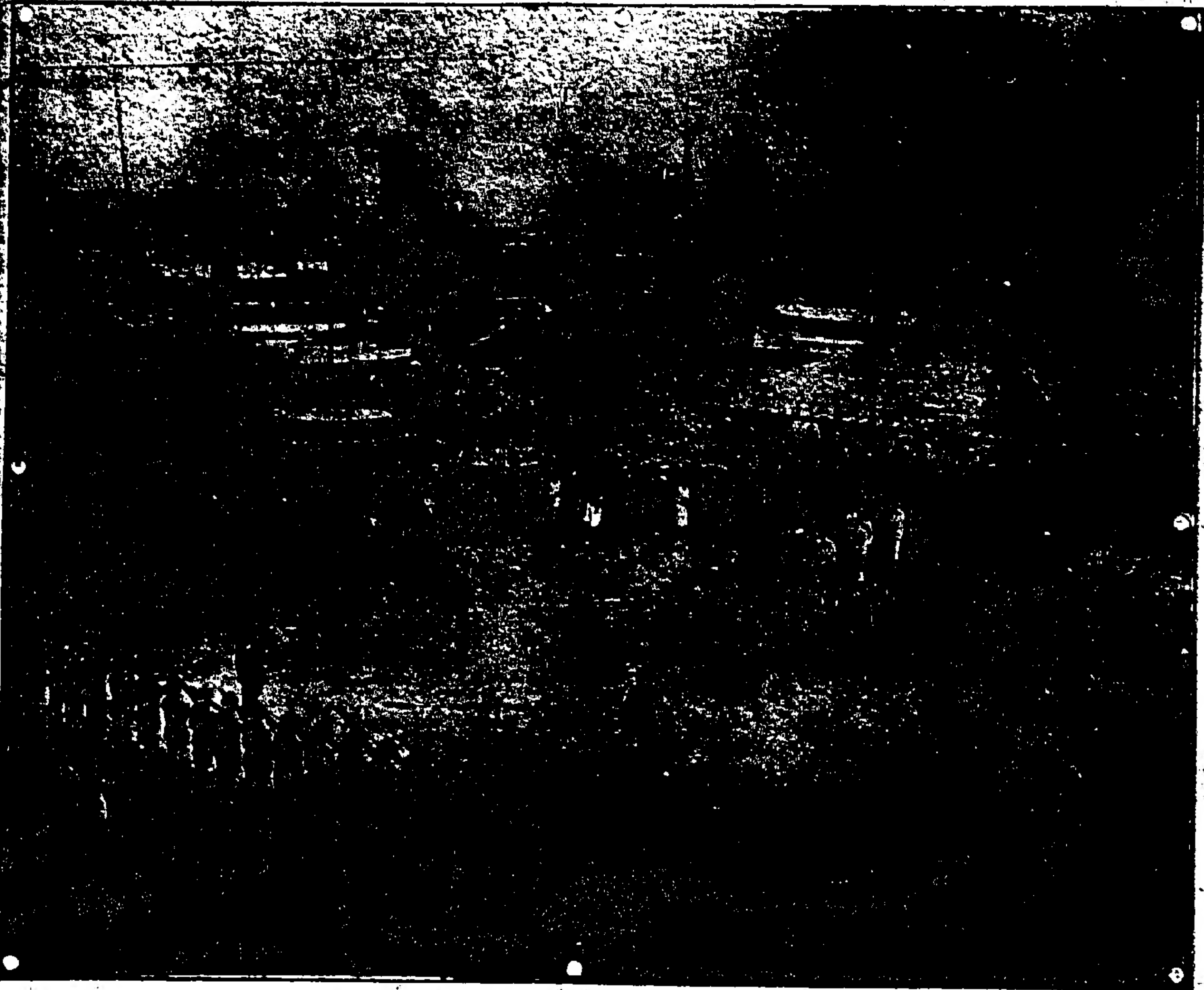


Photo: Mee Cheong.

Official landing of Commodore Bentz van den Berg.



Photo: Mee Cheong.

Hongkong F.C. Team (League Champions).



Photo: Mee Cheong.

"Rest of League" team.

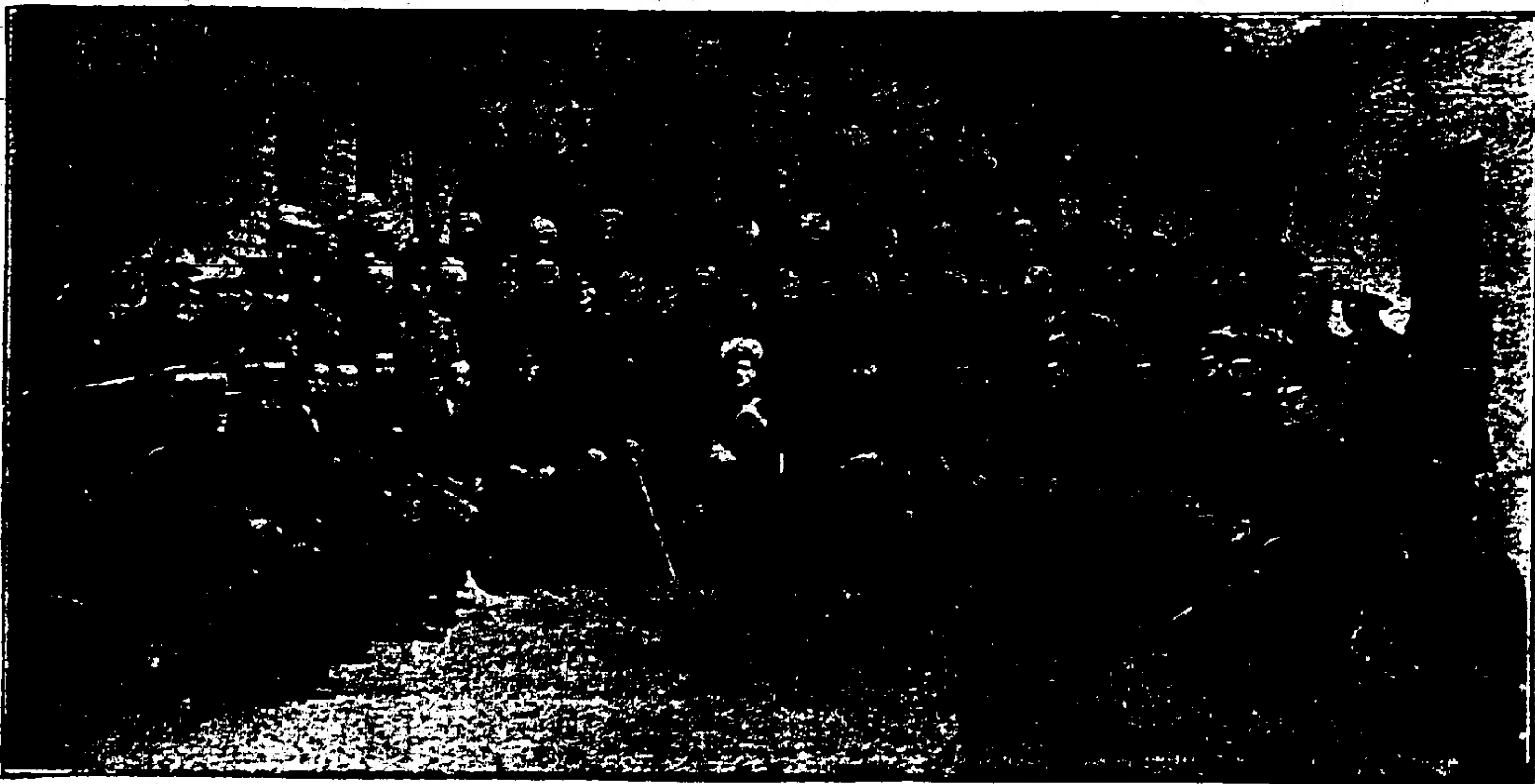


Photo: Mee Cheong.

The Victoria Gaol Staff.

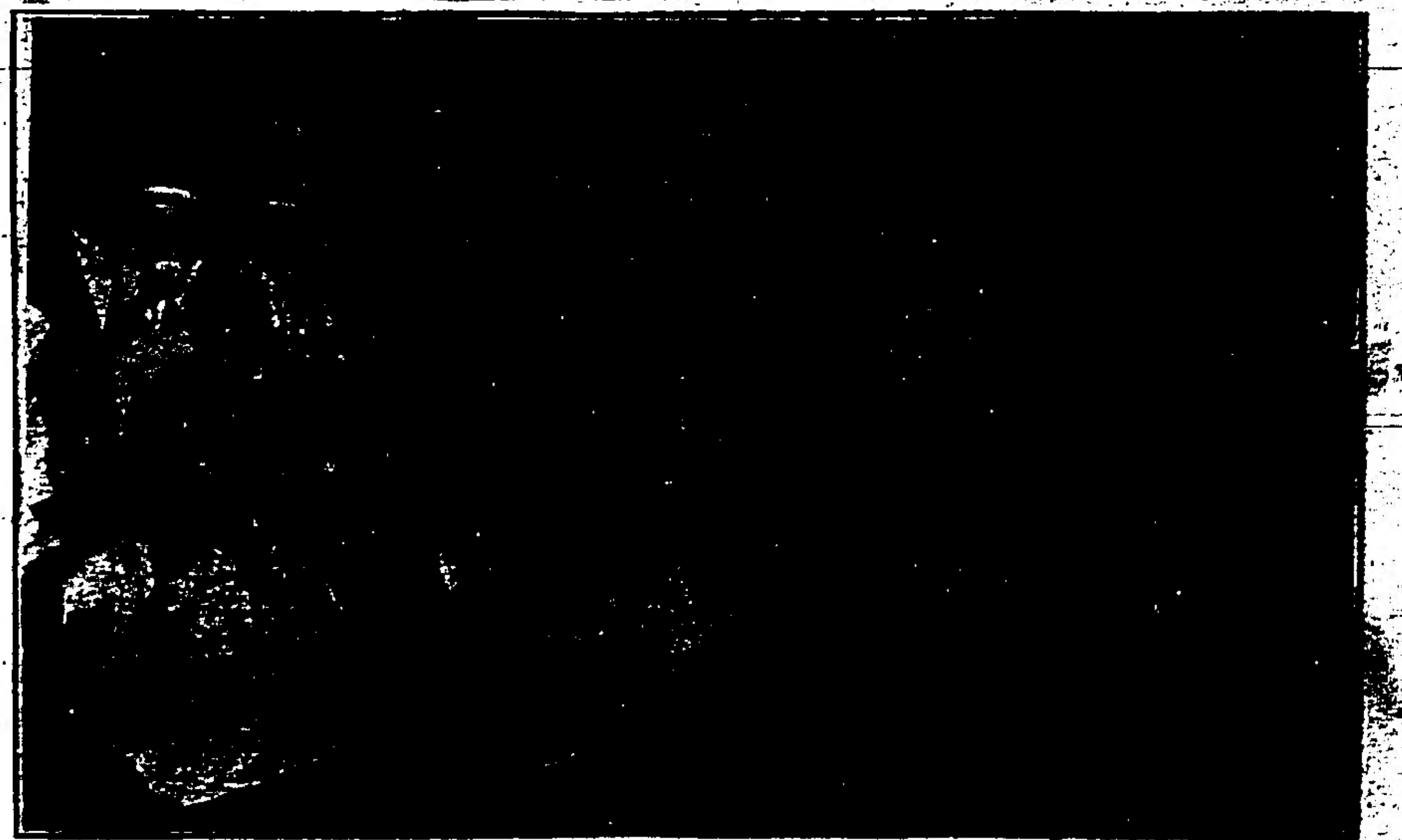


Photo: Mee Cheong.

Group taken at Fancy Dress Dance at Peak Hotel.



Photo: Mee Cheong.

Group taken at Dutch Community's dinner to visiting naval officers at Repulse Bay Hotel.

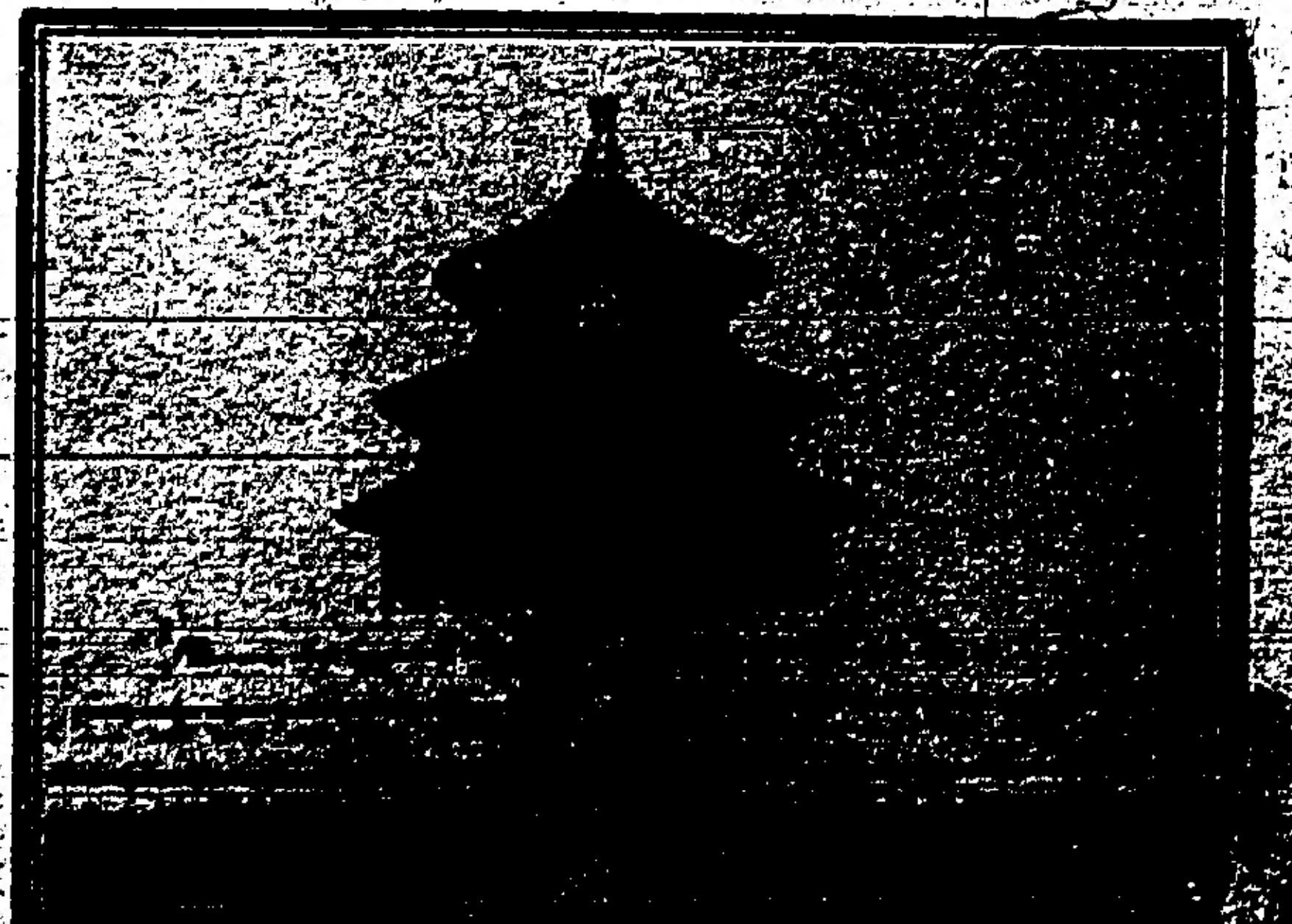


Photo: Mee Cheong.

Group taken at Dutch Community's dinner to visiting naval officers at Repulse Bay Hotel.

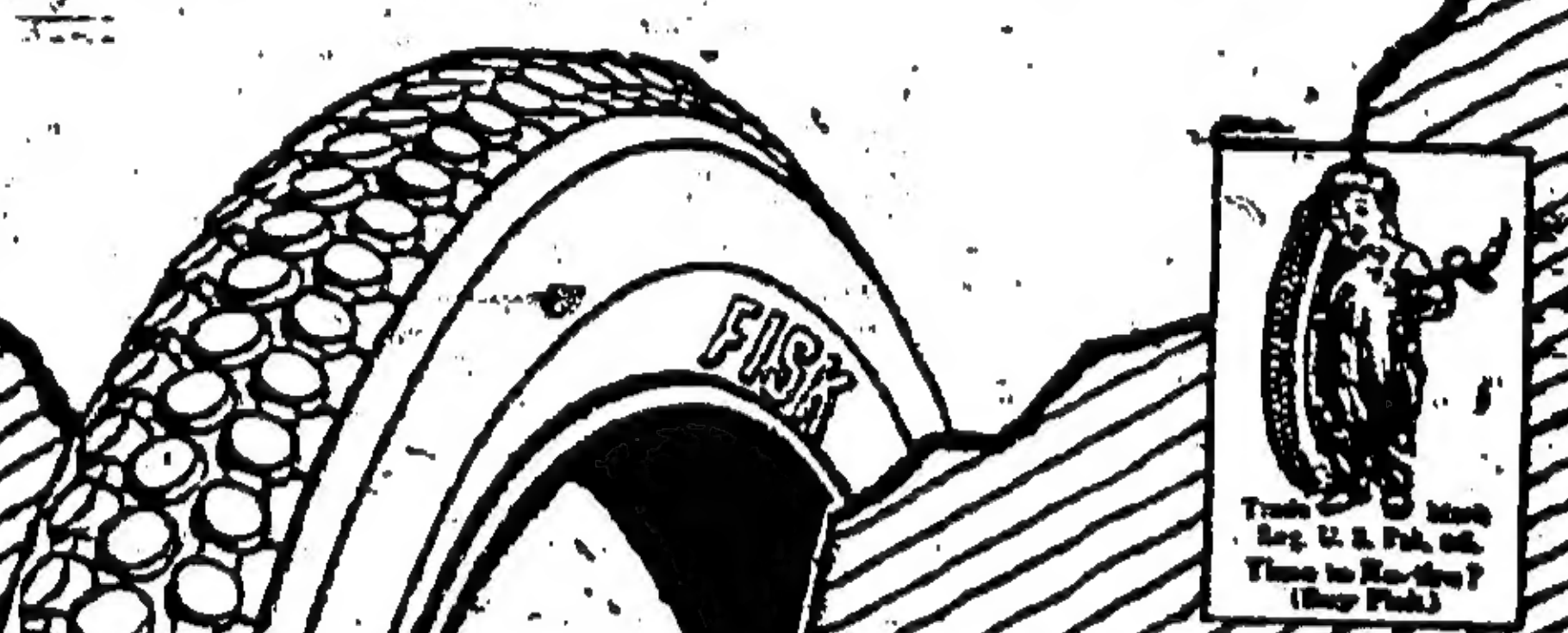
FISK

NON-SKID

The following prices are subject to change without notice:-

COVERS			
SIZE	Non-Skid	Plain	Tubes
28" x 3"	\$ 18.50		\$ 4.75
30" x 3"	19.00		5.00
30" x 3 1/2"	23.00	\$ 21.50	5.25
32" x 3 1/2"	26.50	25.00	5.50
32" x 4"	36.00	34.50	6.00
32" x 4 1/2"	38.00	36.50	6.50
34" x 4"	39.00	37.50	7.00
34" x 4 1/2"	40.00	38.50	7.50
36" x 5"	80.00		12.00

SHEWAN, TOMES & Co.,
MOTOR DEPARTMENT
(Garage: No. 2, Russell Street. Phone 659.)



**SHIPBUILDERS.
SHIP REPAIRERS.
BOILER MAKERS.
FORGE MASTERS.
OXY-ACETYLENE AND
ELECTRIC WELDERS.
MECHANICAL AND
ELECTRICAL
ENGINEERS.**

**TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED**

—DRY DOCK—
LENGTH 787 FEET.
LENGTH OF BLOCKS 750 FEET
DEPTH ON CENTRE OF
SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—
CAPABLE OF HANDLING SHIPS UP
TO 3000 TONS DISPLACEMENT,
ELECTRIC CRANE AT SEA WALL, CAPABLE OF
LIFTING 100 TONS AT 70 FEET RADIUS

TEL. ADDRESS: "TAIKOODOCK" HONGKONG.
TELEPHONE No. 228
CALL PLANT: "C" OVER "AKS, PENKANT."

BUTTERFIELD & SWIRE, AGENTS.
HONGKONG, CHINA & JAPAN.

THE BRITISH ANTI-FOULING

COMPOSITION AND PAINT COMPANY, LTD.

Registered Trade Mark.

HONGKONG: TORPEDO BRAND. HONGKONG: THE BANK LINE, LTD.

Anti-Corrosive and Anti-Fouling Compositions
All manufactured at the Company's Works, BARKING, ESSEX.
CONTRACTORS TO THE ADMIRALTY

These well-known Compositions afford unsurpassed protection against Rust and Fouling. Their firm adherence and smooth, unbroken surface tend to increase speed and save coal consumption.

AGENCIES AND STOCKS AT ALL THE PRINCIPAL PORTS.
HEAD OFFICE: 130, FENCHURCH STREET, LONDON, E.C. 3.
And at Cardiff, Liverpool, Newcastle-on-Tyne, Glasgow, Sunderland, West Hartlepool, Middlesbrough, Hull, Southampton, Dunkirk.

NEW YORK—THE FEDERAL COMPOSITION & PAINT Co., Ltd., 17, BATTERY PLACE.

PRINCE'S TRIBUTE TO CORNISHMEN

PIONEERS OF EMPIRE

The Prince of Wales, as Duke of Cornwall, presided at the 30th annual dinner of the London Cornish Association at the Connaught Rooms. As the Prince took his seat he was given a typical Cornish welcome by a gathering of more than 300 people. On the right of the Prince sat Lord Desborough, and on his left was the Hon. Mrs. Henry Fane.

The Prince of Wales, who received another great ovation on rising, proposed the toast of "The Duchy and the London Cornish Association." He said:—The London Cornish Association was founded to provide social intercourse between Cornishmen residing in London. Well, I think that is a little bit of camouflage, because the Association seems to have become an institution for providing Lord Mayors of London. (Laughter.) There have been no less than three in the last few years, and there are two here this evening. (Hear, hear.) So it makes me feel rather nervous, when I think that I might be addressing several budding Lord Mayors. However, I hope that they will not forget to invite me to the Mansion House as soon as they attain to that high position. (Laughter.)

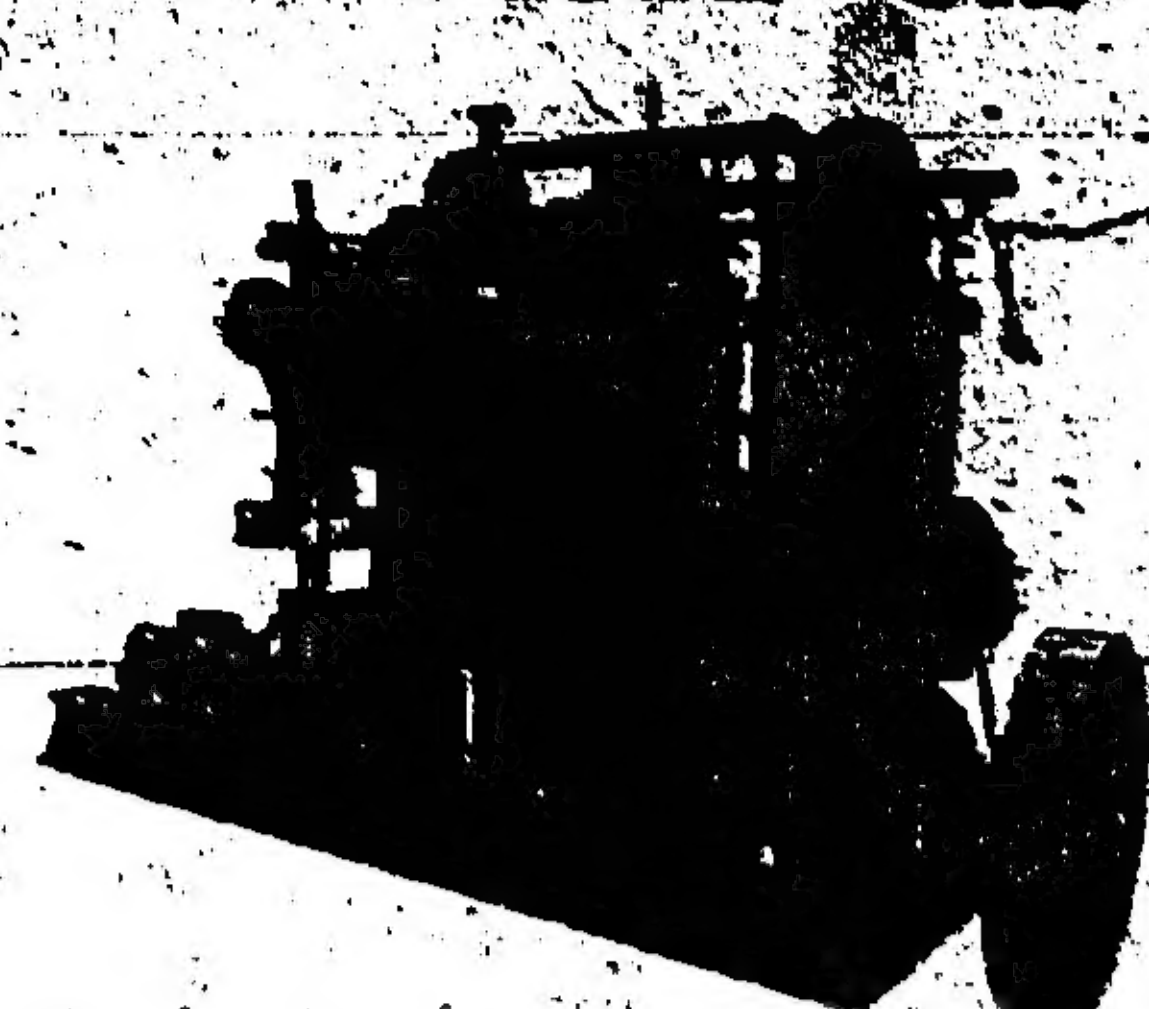
The London Cornish Association is the parent of many other Cornish Associations in other parts of the world. I came across several of them on the other side, both in Canada and in the United States of America. (Cheers.) I may say that at Toronto I was having a very busy time, and the local Canadian authorities said that there was not any chance of the Toronto Cornish Association coming to see me. However, the Canadian authority said "No," but the Cornishmen said "Yes," and they insisted on presenting me with a very kind address, and I had the pleasure of meeting about 50 Cornishmen in Toronto. As you know, in less than three weeks' time I am leaving for Australasia, where I hope to have the pleasure of seeing more Cornishmen. The Cornishman is a great pioneer of Empire. His love of the sea has taken him all over the world, and his mining skill, which he has learnt in Cornwall, is in demand wherever there is mining industry, and it is said that two-thirds of the mine managers of the world are Cornishmen. (Hear, hear.) But Cornishmen are not only pioneers of Empire, but are bonds of Empire, for their intense love of their homes, handed down from past generations, gives them a long wish to return to their little grey home in the West. (Hear, hear.) It would take a very long time to speak of all the Cornishmen who have contributed to the greatness of the Empire and to the glory of Cornwall—the old Elizabethan seamen and inventors, such as Richard Trevithick—and I do not think the war records of Cornwall will need many comments. Even before the war about one-third of the men of the Navy were West Countrymen, and we all know their splendid services in the war, not only in the Grand Fleet and in big ships, but also in the trawlers. Then, I have the honour of being Colonel-in-Chief of the Duke of Cornwall's Light Infantry. (Cheers.) They had many battalions serving in every theatre of war.

I have spoken of the important part that Cornwall has played in the building of the British Empire. We cannot all be lord mayors or rise to very great distinction, but every Cornishman who is doing his or her bit in peace time, as they did it during the war, is contributing to the

"ORIGINAL" CRUDE-OIL ENGINE

Economical & Reliable

Built to Prices



For prices and particulars Apply to: Manufacturers representative
UNION ENGINEERING CO., LTD.
13, Chater Road.

APEXION

YOU LAUGH AT BOILER TROUBLES



Heat Retardation. No Zinc Plates needed
No in Boilers treated with this compound!!
The only known Efficient Preventative of Corrosion in Marine Steam Turbines.

In use by the—
BRITISH, U.S.A., FRENCH, ITALIAN, JAPANESE
ARGENTINE AND CHILIAN NAVIES.

Also—
Cunard, Orient, Allan, C.P.R., Johnson, Atlantic Transport, Union Castle, Elder Dempster, Commonwealth and Dominion, Anglo-American Oil Co., Hudson Bay Co., Pacific Steam Navigation, Lamport & Holt, Knight, Leyland, Brocklebank, John Cockhill, Line, Nippon Yusen Kaisha, and practically all important Steamship Companies.
Agents for Hongkong & South China

THE EASTERN ASBESTOS COMPANY
QUEEN'S BUILDING CHATER ROAD, HONGKONG

THE AMERICA CUP

CONDITIONS AS IN 1914

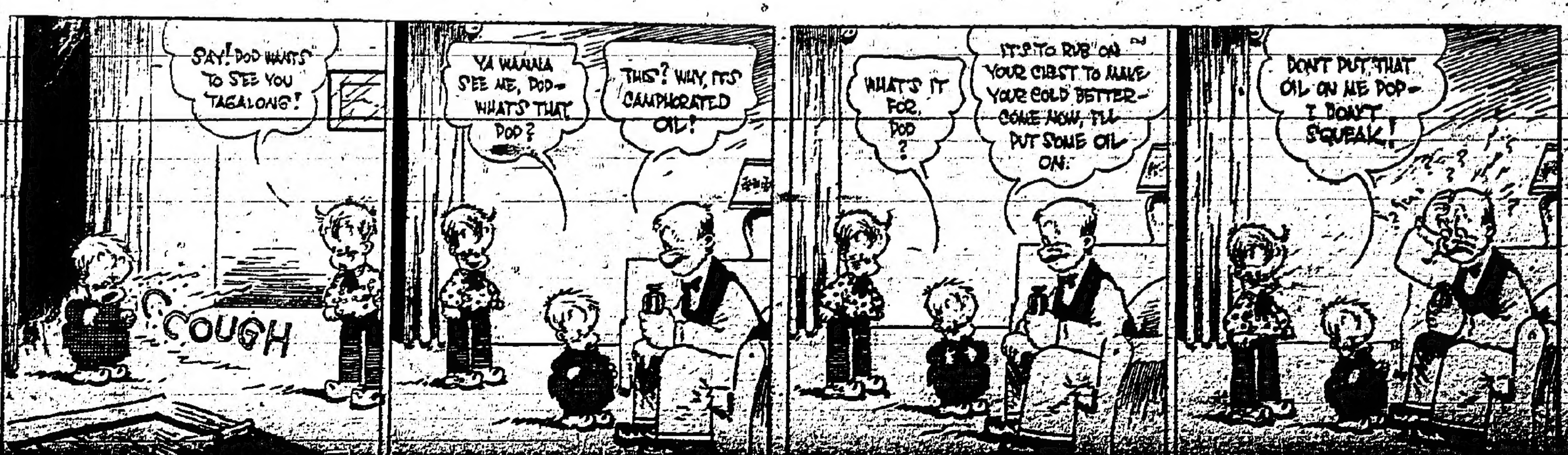
New York, February 18.—The New York Yacht Club has formally announced its acceptance of the Royal Ulster Yacht Club's challenge for the America Cup, made on behalf of Sir Thomas Lipton. The races will be held on July 15-17 and July 20-22.

Correspondence is published here between the New York Yacht Club and the Royal Ulster Yacht Club, from which it transpires that Shamrock and the America Cup Defender will compete on the same conditions as would have prevailed had the matches, as arranged, taken place in 1914. The New York Yacht Club has agreed to all the wishes of the Royal Ulster Yacht Club, except in a technical matter of measurement of sail area. It is understood that Shamrock is undergoing certain changes under instructions from Nicholson, her designer. The changes is stated to be a shortening of the keel from 35ft. to 33ft., the effect of which would give her a greater tendency to heel to a breeze, and thus enable her to sail on a longer waterline. Local yachtsmen consider that Nicholson's change to be a stroke for greater efficiency windward, although Shamrock will have the advantage of a centre board when occasion requires.

FRECKLES AND HIS FRIENDS

Tag's Symptoms Aren't Squeaking!

BY BLOSSER



THE MERCURY GARAGE CO.

FOR
GOOD CARS
PROMPT SERVICE
REASONABLE CHARGES.
CAREFUL DRIVERS.
TELEPHONE: 977.

TO-NIGHT! TO-NIGHT!



The Success of Three London Seasons!
R. C. Carton's Delightful Sporting Comedy

"LORD AND LADY ALGY"

The Story of a Race for Love and Fortune,
— in 6 parts —

with an all star cast
and the Magnificent Presentation
that is always associated with
the name of GOLDWYN.

Also
SNUB POLLARD

"IT IS A HARD LIFE"

and
BRITISH GAZETTE No. 621

Prices:—Matinees, 80 cts. & 40 cts.
Soirees, \$1.50 & 80 cts.

THE CORONET.

ORATORIO MUSIC.

GOOD FRIDAY PROGRAMME.

The programme of Oratorio music given at St. John's Cathedral last night was in every respect an unqualified success so far as that term could be applied to a function of the character. Some of the best local talent had been recruited for the occasion. To begin with, this year's music was embellished with several very beautiful numbers the inclusion of which in the programme was made possible by the services of some new singers. Then there were several well-known local amateurs, in addition to which the chorus was a well-trained one. The Prelude was played by the organist, Mr. Denman Fuller, whose skill showed itself in "Meditation" a selection from that beautiful work *Lux Christi*. Elgar's theme was here brought out in a way which left nothing to be desired, the player's capability in drawing out the delicate liquid notes of the flutes and later ascending to the more majestic chords being very much apparent. Mr. Howard Freeborn sang two beautiful solos, and later joined in a duet with Mrs. R. E. Duncan. Highly reduced to the point of *finesse*, Mrs. Duncan's beautiful voice was heard in the inspiring solo "Be Thou My Help" (A. J. Cowie), giving it a delicacy of sympathetic treatment which

made one inclined to applaud regardless of the solemn character of the occasion. In the duet with Mr. Freeborn ("Love Divine" from "Stainer"), the two voices blended most agreeably together. In "Come ye Children" (Sullivan) the singer, Mrs. R. Brown, showed that she possesses a voice of wide range and also great staying power in the higher keys. Two recitatives from H. B. Gault's "By Faith Alone" were sung by Messrs. G. H. Piercy and A. H. Compton. Full appreciation was given to Mrs. A. O. Brown's contribution, in the difficult solo from Elgar's *Lux Christi*, "Thou only hast the word of Life." This was the first time she had been heard by many, and those present last night eagerly look forward to hearing her again.

In all, there were 14 vocal numbers suitably arranged for participation by the chorus, which, consisting of 67 voices, was well-balanced with about an equal proportion of members of both sexes. There was nothing to complain of in regard to last night's music and we have nothing but unstinted praise for those who participated in it. They fully lived up to the expectations which had been formed of their singing. During the singing of the closing hymn, a collection was made in aid of the Cathedral Organ Fund.

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL, HONGKONG.—4th April, 1920, Easter Sunday. Holy Communion (7 and 7.30 a.m.) Matins (11 a.m.) Responses: Festal. Special Anthem: Humphreys. Psalms: 2, 57, 111 (as set) To Deum: Oakley in F. Jubilate: Ouseley. Anthem: "Author of Life Divine."—Hymns: 134, 133. N.B.—Psalm 2, verses 1, 2, 9, 10 in unison.—Psalms 57, verses 1, 3, 6, 9, 10, 13 in unison. Psalm 111, verses 1, 6, 8 & G. P. in unison. Hymn 133, verses 1, 3 in unison. Holy Communion (12 noon.) Children's Service (3.30 p.m.) Evensong (6 p.m.) Responses: Festal. Psalms: 113, 114, 118 (Good-son). Magnificat: Macfarren. Nunc Dimittis: Barnby. Hymns: 134, 140, 125, 499. N.B.—Psalm 113, verses 1, 4, 5 and G. P. in unison. Psalm 114, verses 1, 2, 5, 6 and G. P. in unison. Psalm 118, verses 1, 6, 10, 12, 13, 19, 24, 29 in unison. Hymn 140, verses 1, 4 in unison. Hymn 135, verses 1, 4, 6 in unison. Hymn 499, verses 1, 4, 5, 8 in unison.

ST. ANDREW'S CHURCH, KOWLOON.—4th April, 1920.—Easter Sunday Holy Communion 8.15 a.m. Morning Prayer 11 a.m. Holy Communion. Hymn: 210. "Anthem." Christ our Saviour.—Humphreys. "Psalm: 22 Cocks, 16 Tomlinson. To Deum: Woodward.—Smart and Turle. Benedictus: Troutbeck. Hymn: 207. Hymn: 206. Evening Prayer 6 p.m. Holy Communion. Hymn 211. Psalm: 118 Goodson Magnificat: Barnby. Nunc Dimittis: Foster. Hymn: 209. Hymn: 213. Vesper.

UNION CHURCH KENNEDY ROAD.—Easter Sunday Services Apr. 4th Morning at 11 a.m. Psalm 23. Hymns: 77, 74, 546, 93. Evening at 6 p.m. Hymns: 75, 81, 82, 95. Preacher: Rev. J. Kirk Macdonachie.

WESLEYAN CHURCH, WANCHAI.—Easter Sunday 4th April, 1920. Morning Service 10.15 a.m. Preacher: Rev. C. C. Mania. Evening Service 6.00 p.m. Preacher: Rev. C. A. Gimblett, M.A.

ST. PETER'S CHURCH, WEST POINT.—Sunday, April 4th 1920. 8 a.m. Holy Communion 11 a.m. Morning Prayer, and Sermon.

PEAK CHURCH.—Holy Communion at 8.15 a.m.

THE GOSPEL HALL.—(No. 10 and 12 Pedder Street). Weekly Services:—Sunday. Breaking of Bread, 11 a.m. Gospel Meeting, 8 p.m. Tuesday. Exposition of Scripture, 8 p.m. Thursday. Bible Class, 8 p.m. Friday. Bible Class for Ladies, 5.30 p.m. Saturday. Prayer Meeting, 8 p.m.

ROMAN CATHOLIC CATHEDRAL, GLENEALY.—Low Masses at 6, 7, and 9.30 a.m. High Mass at 8 a.m. 5.30 p.m.—Benediction of the Blessed Sacrament.

SOLDIERS' AND SAILORS' HOME, ARSENAL STREET.—Sunday Evening. Gospel Services p.m.

ST. JOSEPH'S CHURCH, GARDEN ROAD.—Mass and Sermon at 10 a.m. followed by the Benediction of the Blessed Sacrament.

FIRST CHURCH OF CHRIST SCIENTIST.—MacDonnell Road. Sundays, 11.15 a.m. Wednesdays, 5.30 p.m.

NEW BULL'S EYE.

Riflemen will be interested to learn that an entirely new bull's-eye target is to be introduced at Bisley, and the figure target is to be abolished altogether. Mr. J. J. Steward, captain of the City Rifle Club, made the announcement at the annual meeting of the members. He said the Hythe School of Musketry had introduced the new target which would be adopted officially by the National Rifle Association when the tests now being conducted at Bisley were completed. In the new target the bull's-eye is cut in half. The lower half, in a sandy colour, is practically invisible to the marksman, while on the line dividing the circle is a black aiming spot, representing the tip of a helmet.

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NOTICES.

DAIRY FARM NEWS.

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FILLET HADDOCK —65 " " "
KIPPERS —45 " " "
SALT SIBERIAN SALMON —20 " " "

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CINEMA EYE-TORTURE.

Is the picture-house habit bad for children's eyes? A committee of doctors is at present investigating the matter. Children, who occupy the front seats at the average picture house, are likely to have their sight affected, an oculist said to a *Daily Chronicle* representative. "In some places there are only a few feet between the screen and the front seats, and such

proximity is bound to have a bad effect. There should be a standard distance between the screen and the front of the house. This is the only remedy I can suggest. It is the poorer class children who suffer, for the cheapest seats are always in front, and the children occupying these seats should be protected. The steadiness of motion and the angle from which the pictures are seen, are also points which need discussion."

NOTICES.

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Monteagle	Mar. 30	Apr. 23
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Empress of Russia	May 6	May 24
Empress of Japan	May 26	June 16
Empress of Asia	June 3	June 21
Monteagle	June 8	July 2
Empress of Russia	July 1	July 19
Empress of Japan	July 20	Aug. 10
Empress of Asia	July 29	Aug. 16
Monteagle	Aug. 12	Sept. 5
Empress of Russia	Aug. 26	Sept. 13
Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11

Through Bills of Lading to United Kingdom.

EXPENSE OF RETURN	EXPENSE OF JAPAN	EXPENSE OF RUSSIA
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S.S. WEST NIVARIA	June 15	S.S. WEST NIVARIA	June 17
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S.S. "WEST NIGER" April 15th, for San Francisco via usual ports of call.
S.S. "WEST INSKIP" End of April, for San Francisco via usual ports of call.
S.S. "WEST KASSON" Late April, for Baltimore, via Bari and usual Ports
of call.Cargo accepted on through Bills of Lading to all P. ports in the United
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SHIRIO MARU	22,000	1st April
PERIA MARU	22,000	1st April
KOREA MARU	22,000	3rd May
YUNO MARU	22,000	27th May

* Common call at Shanghai.

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BALEA, CALLAO, ARICA AND IQUIQUE.

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"WEST HEPBURN"	APRIL 26TH.

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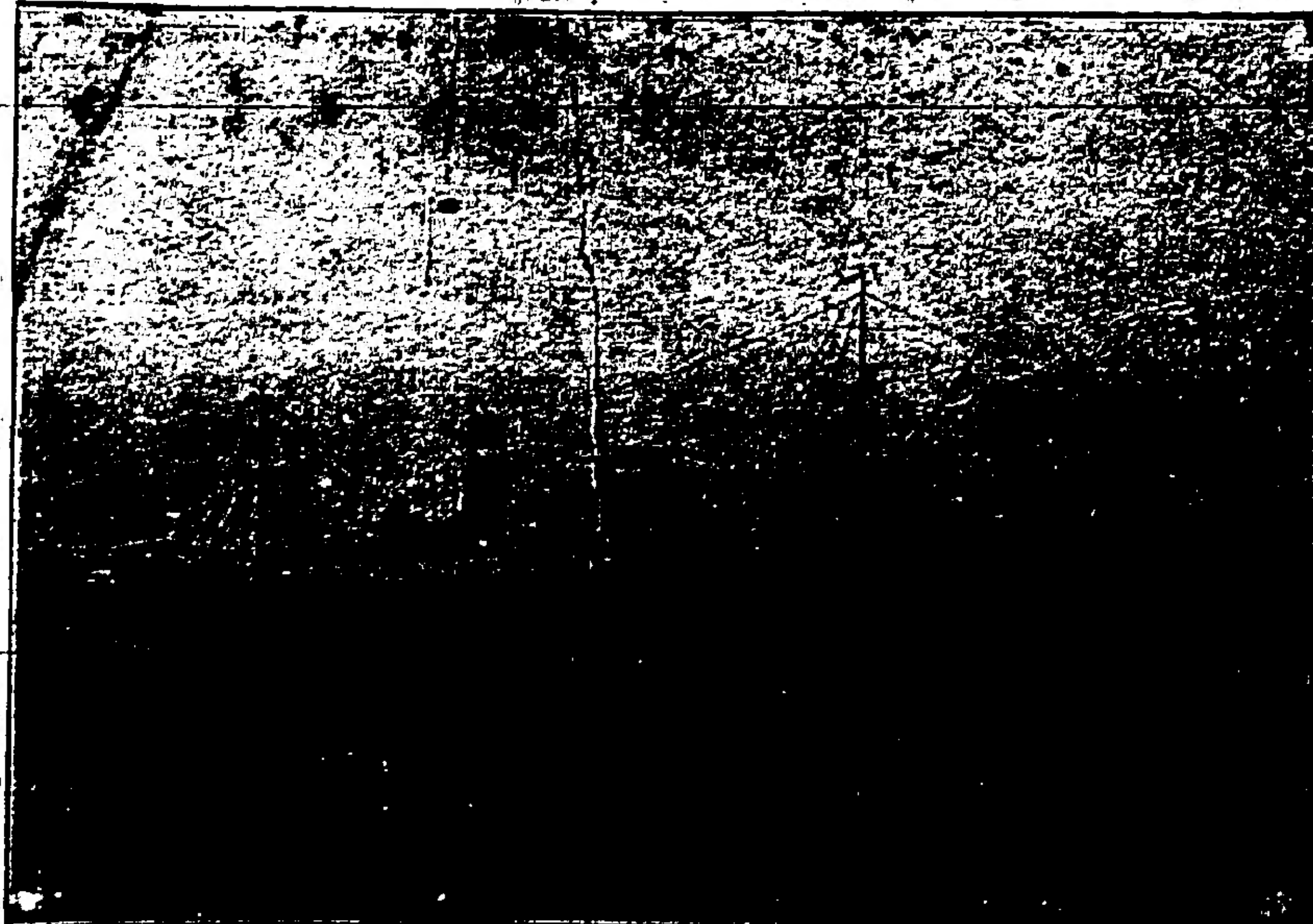
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S.S.	Tons	From Hong-kong (about)	Destination
BANCA (Cargo)	6,000	5 Apr. noon	Marseilles, London and Antwerp.
KHIVA	9,000	15th April	

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MADRAS	7,000	16th April	(Calcutta via Singapore, Penang & Rangoon.)
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EASTERN	4,000	19th May	

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GREGORY A.	4,600	3 Apr. d'light	Shanghai, Moji & Kobe.
DILWARA	—	4 Apr. d'light	Kobe & Yokohama.
CHUPRA	—	4 Apr. 4 p.m.	Kobe & Yokohama.
NORE	6,700	6th Apr. noon	Shanghai & Kobe.

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KATORI MARU ... Tuesday, 13th Apr. at 11 a.m.

SUWA MARU ... Sunday, 2nd May, at 11 a.m.

TOYOHASHI MARU (Calling Manila) Wed., 5th May, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles.

KAGA MARU ... Monday, 5th Apr. at noon.

YOKOHAMA MARU ... Friday, 16th Apr. at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

DAKAR MARU ... Tuesday, 6th April.

TOYOOKA MARU ... Middle of May.

LIVERPOOL & MARSEILLES via S'pore, Cbo. Suez & Port Said.

TOBA MARU ... Sunday, 11th April.

WAKASA MARU (Calling Genoa). Beginning of May.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU ... Wednesday, 21st Apr. at 11 a.m.

AKI MARU ... Wednesday, 19th May, at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

GENOA MARU ... Thursday, 8th April.

SOUTH AMERICAN PORTS via Cape.

TOSA MARU ... Tuesday, 6th April.

BOMBAY & COLOMBO via Singapore.

SHINZUI MARU ... Tuesday, 6th April.

MEICHI MARU ... Saturday, 10th April.

ALCUTTA & RANGOON via Singapore & Penang.

HAKODATE MARU ... Sunday, 4th April.

RANGOON MARU ... Monday, 19th April.

JAPAN PORTS - Nagasaki, Kobe & Yokohama.

AKI MARU ... Saturday, 17th April, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TATSUNO MARU ... Monday, 5th April.

MISHIMA MARU ... Thursday, 8th Apr. at 11 a.m.

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Tjibodas	Java	in port	8th Apr.	Saigon.
Tjibodas	Japan	5th Apr.	8th Apr.	Batavia.
Tjibodas	Amoy	5th Apr.	9th Apr.	Batavia.
Tjibodas	Java	11th Apr.	16th Apr.	Japan.
Tjibodas	Shanghai	13th Apr.	17th Apr.	Java.
Tjibodas	Java	14th Apr.	28th Apr.	Java.

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"HAVANA MARU" ... Tuesday, 4th May.

"HAYRE MARU" ... Tuesday, 8th June.

GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"TACOMA MARU" ... Tuesday, 6th April.

"PANAMA MARU" ... Middle of June.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

"BURMA MARU" ... Saturday, 10th April.

"SIAM MARU" ... End of April.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KOSOKU MARU" ... Tuesday, 6th April.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.

"HUNAN MARU" ... Wednesday, 7th April.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

"ARABIA MARU" (Call Shanghai) Thursday, 8th April.

"AFRICA MARU" (Call Shanghai) Saturday, 32nd May.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"KALUO MARU" ... Sunday, 4th April.

TAKAO via SWATOW & AMOY. ... Thursday, 8th April.

"SOSHU MARU" ... Thursday, 8th April.

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S.S. "INNSBRUCK"

Sailing on or about 29th April.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

S.S. "SAMARANG MARU"

Sailing on or about 25th April.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific.

Also to Australia, Europe, etc.

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Taking cargo on through Bills of Lading to South African ports, with transshipment at Calcutta, in conjunction with the Indo-China S.N. Co., Ltd., and Apar Lines.

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DODWELL & CO., LTD., Agents.**COASTAL SHIPPING.****INDO CHINA STEAM NAVIGATION CO., LTD****SAILINGS SUBJECT TO ALTERATION.**

Destination	Steamer	Sat.	3rd Apr. at	3 p.m.
MANILA	Loongsang	Sun.	4th Apr. at	d'light.
SHANGHAI	Fooshang	Mon.	5th Apr. at	5 p.m.
TIENTSIN	Cheongsang	Tues.	6th Apr. at	d'light.
SHANGHAI	Kwongsang	Tues.	6th Apr. at	d'light.
HAIPHONG via Hoibow	Taksang	Tues.	6th Apr. at	8 a.m.
STRAITS & Calcutta	Kumsang	Tues.	6th Apr. at	3 p.m.
KOBE	Chaisang	Sat.	13th Apr. at	5 p.m.
SANDAKAN	Hinsang	Tues.	27th Apr. at	noon.

CALCUTTA LINE—This line now affords regular sailings to Calcutta, Port of India, and Singapore, leaving from Calcutta, once a week, and from Singapore, once a week, to all ports on the route.

SHANGHAI LINE—This line now affords regular sailings to Shanghai, leaving from Hongkong, once a week, and from Shanghai, once a week, to all ports on the route.

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S.S. "KUMSANG" will be despatched on or about 6th April for SINGAPORE, PENANG & CALCUTTA.

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General Managers.

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C. N. C.**CHINA NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATION.**

For	Steamers	To Sail
SHANGHAI & TSINGTAO	Tea	3rd Apr. at 4 p.m.
PAKHAI & HAIPHONG	Kahong	6th Apr. at 10 a.m.
SWATOW & BANGKOK	Chusan	6th Apr. at 10 a.m.
AMOY, SHAI & PUKOW	Shantung	6th Apr. at 4 p.m.
SHANGHAI	Sunning	8th Apr. at noon.
CHEFOO & TIENTSIN	Kueichow	9th Apr. at noon.
MANILA, CEBU & ILOILO	Taming	13th Apr. at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tientsin (twice weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai and the inconvenience of transshipment at Wusung.

BANGKOK LINE—Weekly service to and from Bangkok via S'pore.

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Hongkong April, 1, 1920.

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Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN. (Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Mo Jaka (Hakong)	Ed. Walker	FRI. 2nd Apr. at 1 p.m.
Maikong	W. C. Passmore	TUES. 6th Apr. at 1 p.m.
Maikong	A. H. Stewart	FRI. 9th Apr. at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier). For Freight and Passage, apply to

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AMERICAN & MANCHURIAN LINE

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Sailings from Hongkong	via	10th April
"CHARLTON HALL"	via Panama & Havana	10th April
"JASOK"	via Suez	10th April
"CITY OF COLOMBO"	via Suez	10th April
"KURTMAKIS"	via Panama	10th April

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Business carried by Suez Canal or Panama Canal at Owners' option.

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BUTTERFIELD & SWIRE or **THE BANK LINE, LD.** HONGKONG.

HONGKONG & CANTON **REISS & CO.** **CANTON.**

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. TOYOOKA M. (European Line) left London for this port via Suez on the 25th Feb. and is expected here on the 7th April.

The N. Y. K. s.s. MISHIMA MARU (European Line) left London for this port via Suez on the 28th Feb. and is expected here on the 5th April.

The N. Y. K. s.s. SADO M. (European Line) left London for this port via Suez on the 6th March and is expected here on the 14th April.

The R. M. S. EMPRESS OF RUSSIA arrived at Yokohama on 19th March, left there 20th and is due at Vancouver on 29th March.

The N. Y. K. s.s. YEBOSHI M. (Calcutta Line) left Calcutta for this port via Rangoon and Singapore on the 32nd March and is expected here on the 18th April.

The N. Y. K. s.s. KAGA Maru (European Line) left Kobe for this port via Moji and Shanghai on the 26th March, and is expected here on the 4th April.

The P. & O. s.s. CHNPRA left Singapore for this port on the 27th instant at 6 p.m. and is due here on the 3rd April at about 8 a.m.

The N. Y. K. s.s. SHINZUI M. (Bombay Line) left Kobe for this port via Moji on the 29th March, and is expected here on the 5th April.

The N. Y. K. s.s. AKI MARU (Australian Line) left Sydney for Hongkong via ports on the 26th March and is expected here on the 16th April.

The N. Y. K. s.s. KITANO M. (European Line) left London for this port via Suez on the 20th March and is expected here on the 36th April.

The P. & O. s.s. DILWARA left Singapore for this port on the 27th instant at noon, and is due here on the 3rd April at about 2 p.m.

The P. & O. s.s. GREGORY APCAR left Singapore for this port on the 27th instant and is due here on the 3rd April.

The N. Y. K. s.s. HAKODATE M. (Calcutta Line) left Moji for this port on the 29th Mar. and is expected here on the 3rd April.

The P. & O. s.s. NORE left Singapore for this port on the 31st instant at 8 a.m. and is due here on the 5th instant at about 5 p.m.

The N. Y. K. s.s. TOSA MARU (South American Line) left Kobe for this port on the 30th March and is expected here on the 5th April.

The N. Y. K. s.s. SHINZUI M. (Bombay Line) left Moji for this port on the 31st March and is expected here on the 5th April.

The R. M. S. EMPRESS OF JAPAN arrived at Shanghai on 1st April 4 a.m. leaves there 1st April 5 p.m. due at Nagasaki on 3rd April 6 a.m.

The P. & O. s.s. BANCA left Shanghai for this port on the 1st instant at 9.30 a.m. and is due here on the 4th instant at about 1 p.m.

The Pacific Mail S.S. Co. is in receipt of telegraphic advice from its Saigon Agency to the effect that the s.s. WEST NEREE Voyage 1-0ut left that port on March 31st, and may be expected here on or about Sunday April 4th.

NEW STEAMER.

The Ichang-Chongking steamer Loong Mow, built to the order of Messrs. Mackenzie & Co., Ltd., Shanghai, was successfully launched on March 2 at noon from the ways at Kiangnan Dockyard in most uninviting weather for a ceremony of this kind. The dimensions and power of the vessel are slightly greater than the other vessels engaged on the run and it is expected she will be faster and more commodious than the best of the several steamers navigating the rapids of the Upper Yangtze. Watertight subdivision of the hull has been specially considered to safeguard as far as possible any danger of sinking in the event of the vessel being holed. As a further precaution the vessel has been built to comply with the Regulations of the British Corporation for the Survey and Registration of Shipping and has been under special survey. The vessel is fitted with twin screws, driven by triple expansion engines supplied with water-tube boilers. The vessel has three masts, three funnels, and is provided for a full complement of foreign and Chinese crew.

FLOATING FOLLIES.

UNSALEABLE U. S. TONNAGE.

The United States Shipping Board had not yet announced what bids have been received for 2400,000,000 worth (normal rate) of Government-owned or operated tonnage, but the invitation issued to the leading bankers of the country to interest the investing public in the value of shipping securities indicates (says the *Daily Telegraph*) that the Government will be forced to go outside shipping circles in order to dispose of its fleet of vessels. Foreign interests are not bidding at all, and it is believed that the few bids received from American steamship men have been so low as to arouse the ire of the Shipping Board officials and to inspire them to map out a campaign by which they hope under the cloak of patriotism to foist the ships upon a confiding public. The Board did make an attempt to operate some of the seized German liners in the South American passenger trade, but soon abandoned the effort, and the chairman, Mr. Payne, is believed to have written to President Wilson declaring that he is forced to offer the vessels for sale because of prohibition. The sale of intoxicants upon American liners is forbidden under the new law, and in consequence the bookings to South America and also to Europe on ships flying the American flag have been cancelled on a wholesale scale.

TOTALLY UNSEAWORTHY.

It has been many times stated, and proof has been forthcoming in many instances, that ships built under the direction of the United States Shipping Board are totally unseaworthy. According to a special writer of the "New York Globe," who has been investigating the Board's activities, the officials have been guilty of irregularity in management and waste of effort and public money so serious that many of them could be arrested and put in prison. The writer concentrates his attention on the Board's attempt to construct refrigerating ships for the transportation of meat products. Every refrigerating ship turned out by the Government yards, he says, is quite useless for the transportation of raw food, and America must to-day depend upon British ships to carry her surplus meat supplies abroad. Among the latest tragedies of the Board's irresponsible orgy of mismanagement of public affairs which the "New York Globe" writer charges are the cases of the refrigerators *Neposet*, *Mocassin*, and *German*, put into the Canary Islands unseaworthy; the *Polar Sea*, with a cargo of meat, which was thrown overboard, has been towed in of the coast of Brazil and the *Mocassin*, which should have been inspected before sailing from New York to Buenos Aires, has been taken out of commission.

SCATHING INDICTMENT.

The writer declares: "In 1914 the Shipping Board was urged to build refrigerators ships, but playing a game of its own, it held back on the most necessary lines of production which the needs of the entire world, to say nothing of the needs of the American people at home, were clamouring for. When it decided in its own way to squander the public money on refrigerator ships, it built the worst assortment of floating follies that ever disgraced a dry dock, with refrigerators that caused the meat to rot instead of preserving it, with hulls capable of making but four knots an hour, with construction so bad that as soon as a boat is recommissioned it has to

SUPER-CRIMINALS IN AEROPLANES.

SCOTLAND YARD ON THE WATCH.

The possibility of the use of aircraft in carrying out certain classes of crime is receiving attention from Sir C. Macready, the Commissioner of Police, as suggested in his report for 1913-19.

That such possibility is no mere figment of the brain of the melodramatic fictionist is borne out by the story from America of aeroplane burglars, who, having "held-up" a bank at Benson, Minnesota, escaped with £25,000 by aircraft.

When two brothers were charged with the crime they advanced an almost impregnable alibi by proving that they were in St. Paul, a hundred miles from Benson, on the afternoon of the bank raid. Evidence was forthcoming, however, that the men possessed an aeroplane, and they were remanded until the machine could be found.

The possibility of the super-criminal utilising the most modern form of transport to carry out his schemes in this country was discussed with a *Daily Chronicle* representative by an experienced airman.

"There is nothing to prevent a similar exploit being carried out here," he declared. "America apart from New York State, has no air laws. New York itself possesses aerial police scouts, but they have other things to do than chase burglars."

"In Great Britain the Air Regulations lay down that all aircraft must be registered, and if to be flown over sea, passed as airworthy. There are also four appointed aerodromes."

"But as matters stand, an enterprising criminal could use an aeroplane without identification marks, or with 'dud' letters. He could not use the official aerodromes, but would rise and descend at some out-of-the-way spot. He would laugh at the penalty—a fine of £200 or six months' imprisonment—for contravening the regulations."

"A highly organised band of criminals could arrange for the airman burglar to transfer to ship at sea. The plane could be sunk and the men have an excellent chance of escape with their booty."

"Even unofficial trips to and from the Continent are not impossible. Coastguards are supposed to watch for aircraft which cross the coast, but it is obvious that they cannot carry out such task properly."

"We have not yet arrived at the time when unauthorised aeroplanes will be challenged and shot down. Until then there is always the possibility that some daring criminal will launch out into a new sphere of crime."

be taken out of the service. The Shipping Board goes on with its pirate rates, destroying commerce in beef, lamb, and butter under the United States flag, and diverting it to foreign Powers. There are many other critics of the Shipping Board's actions, including Mr. Philip Manson, president of the Pacific and Eastern Steamship Company, who urges upon the Senate the imperative necessity for immediate investigation of the Shipping Board, and charges some of its officials with being actually dishonest and incompetent. Mr. Manson says the Board's vessels have been so recklessly built that for every dollar actually required in construction three or four dollars have been spent.

LIBERAL PARTY AND THE PREMIER.

CHALLENGE TO EXPLAIN RELATIONSHIP.

Writing on February 14, the *Times* Parliamentary correspondent remarked:—

There was some plain speaking about the position and prospects of the Liberal Party at a meeting of Liberal members of the House of Commons last night.

Mr. George Lambert, in acknowledging his election as Sessional chairman of the Parliamentary Liberal Party, made an earnest appeal for a real cooperation of the supporters of Mr. Lloyd George and of those of Mr. Asquith. He demanded an end of personal animosity, and, at his suggestion, the meeting unanimously decided to invite the Prime Minister to meet them for the purpose of explaining exactly how he stood with regard to Liberalism and the Liberal Party. The reply of the Prime Minister to this direct challenge is awaited with interest.

The meeting was a private one, but I have been supplied with the following report of Mr. Lambert's speech:—

Although you have been good enough to elect me as your Chairman, I am in no sense a leader. The leader of the Coalition Liberals is Mr. Lloyd George. The leader of the Independent Liberals is Mr. Asquith. My function is to bring about a real cooperation of the Liberal forces, believing that Liberal ideals of sane, ordered progress will have the approval of a large mass of our countrymen and women.

It is no use disguising the fact that the displacement of the Asquith Government in 1916 and the coupons system at the last General Election has caused intense personal bitterness. It is time personal animosity should cease. The Reform Act enfranchising eight million new voters has decisively changed the political situation. The Labour Party has emerged, strong and aggressive, and does not hesitate to say to both parties: "A plague on both your Houses."

The Labour Party desires to nationalize all means of production and distribution. No more grave question can come up for the decision of the electorate. Britain is a great industrial country built up by the courage, initiative, and enterprise of its citizens. Its industry owes nothing to Government interference. The Liberal Party have worked strenuously for the past half century against State control of industry by tariffs. The new fight now before us is not of tariffs, but whether the State by its officials shall control all industry, turning this country of energetic citizens into automata of bureaucracy. This is a subject so momentous and so vital, there can be no paltering with it. Mr. Asquith has spoken strongly that he will not countenance the nationalization of industry.

Last week we had an illustration of the attitude of the Independent Liberals. The Labour Party demanded State management of the coal industry. Mr. Asquith has decisively rejected that policy. In the division on the Address, Sir Donald Maclean did not vote, but ten at least of his party voted for a motion which Mr. Asquith, their leader, unhesitatingly rejects. The Liberal Party never can be restored to vigorous political health by thus paltering or playing with vital economic questions.

We want clear thinking and a clear policy to meet the new situation. Political parties are in a confused condition. The Liberal associations of the country to-day are perplexed and perturbed. They want guidance. We must give it them, but before we can do so we must ourselves know where we stand and where our leaders stand. The time has come for a frank interchange of opinion. I suggest, therefore, that all Liberal members of Parliament, Coalition or non-Coalition, should invite the Prime Minister to tell them at an interview exactly how he stands with regard to Liberalism and the Liberal Party. I hope that Mr. Asquith may be by that time a Liberal member of Parliament, and that he, too, would attend such a meeting, so that we lesser Liberal lights may know where we stand and where our leaders stand, and to enable us to give counsel and guidance to perplexed Liberals in the country.

GREATEST TRADE FRAUDS FOR YEARS.

FROM £90 TO £41,000 IN SIX MONTHS.

Many thousands of pounds are supposed to have been lost by firms in different parts of England in their dealings with the British and Argentine Packing Company, of London and Liverpool.

Arising out of the transactions, three brothers were charged with conspiracy, and at the Old Bailey recently the prosecuting counsel said they had been guilty of the "most substantial and cunning commercial frauds for many years."

Prisoners, who live at Chiswick and Fulham, are William, Arthur, and Thomas Mackenzie. They carried on the company, and counsel said that in six months their banking account rose from £90 to £41,644.

Business grew in an amazing way, and the accused obtained large quantities of goods on credit, which were never paid for. These goods, said counsel, were then resold to retailers.

Last year the business crashed, and the liabilities to unsecured creditors amounted to £13,753. Shortly before the crash a concern known as the Anglo-Argentine Packing Company, Limited, was formed, with a nominal capital of £10,000.

Counsel said an ingenious move was then adopted by which the business of the British and Argentine Packing Company was transferred to the limited company, and the only thing which was registered was the sale of the goodwill for 100 shares. The thing that really mattered—the transfer of the stock (which had not been paid for) to the company—did not appear.

The hearing was adjourned.

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The Parliamentary Liberal Party is the organization of the Coalition Liberals. They were joined yesterday by a few Free Liberal members for the renewal of the discussion on the position of candidates who, after being adopted by local Liberal associations, found themselves opposed by Liberal-Coalition candidates. The subject was raised last Session by Mr. France, a Coalition Liberal, who moved a resolution of protest against the nomination of a Government candidate against Sir John Simon in Spen Valley. The discussion was adjourned over the recess, and Mr. France resumed it yesterday, without, however, bringing any motion before the meeting.

Mr. Lambert's suggestion provided a way out, and it was supported by Sir Henry Dalziel, Sir Ryland Adkins, Sir Richard Winfrey, Mr. Kiley, Major Guest, and Mr. Shaw. Mr. Bryant, a Free Liberal, declared that unity could not be secured unless the Government Whips made it clear that they would not oppose Liberals adopted by their associations. A formal resolution incorporating Mr. Lambert's suggestion was then adopted.

STATE DIRECTOR OF RECREATION.

M.P. SUGGESTS MINISTRY OF RECREATION.

New labour conditions have brought more leisure to the workers, and in order that this may be used to the best advantage, Mr. John Hinds, M.P., who is also Lord Lieutenant for Carmarthenshire, suggests that a Minister of Recreation should be appointed.

"Leisure time," said Mr. Hinds to a representative of the *Daily Chronicle* "is not directed in the proper way, and, on the whole, very little is done to provide recreation. The question should be investigated, because it is dangerous for this leisure to be spent in loafing."

One of the chief forms of relaxation at the moment is undoubtedly the cinema.

Mr. Gavazzi King, secretary of the Cinematograph Exhibitors Association, discussing the proposal, said the trade would rather have some kind of central authority than the various authorities who now impose conditions.

"The Home Office, the licensing authorities, and the local authorities, are all concerned with our control," he pointed out, "and the result is that we are bombarded with conditions. We do not want any additional forms of control—the tendency has been to interfere with us too much; but we should not object to a Minister of Recreation if the other controlling bodies were removed."

Sir Oswald Stoll remarked that the subject was a very big one, but that such an appointment "might be very beneficial," and Miss Lina Ashwell declared herself wholly in favour of the proposal. "It ought to be very useful," she said; "but the Minister should be a man who really knows all about recreation. And why not a Minister of Fine Arts, too?" she asked.

CURATE LIVING IN WORKHOUSE.

AUSTRALIAN'S PLIGHT AT CHIPPENHAM.

Rev. A. F. Maltin, a Chippenhams curate, is living in the workhouse with his wife because they cannot get a house or lodgings, writes a *Daily Chronicle* correspondent.

Mr. Maltin, who was born 26 years ago at Bath, sang in Bristol Cathedral choir as a lad, and afterwards went to Australia. He was studying for the Church when the war broke out, and he joined up as a private.

On the transport by which he journeyed from Australia he was seized with appendicitis, and two operations were necessary. The report reached his parents at home that he had been buried at sea.

His illness prevented him going into the fighting line, and he spent most of his Army life on Salisbury Plain. When the war ended he went to Durham University, and a few months ago accepted his first curacy at St. Paul's Church, Chippenhams.

"All the efforts of the rector, members of the congregation and myself," Mr. Maltin told our correspondent, "have failed to secure lodgings or a house, and I have had to come to the workhouse, where my wife and I are quite happy."

"Yes," said Mrs. Maltin, "I prefer this to lodgings; there is, after all, a touch of home about it."

1814 1814 1814

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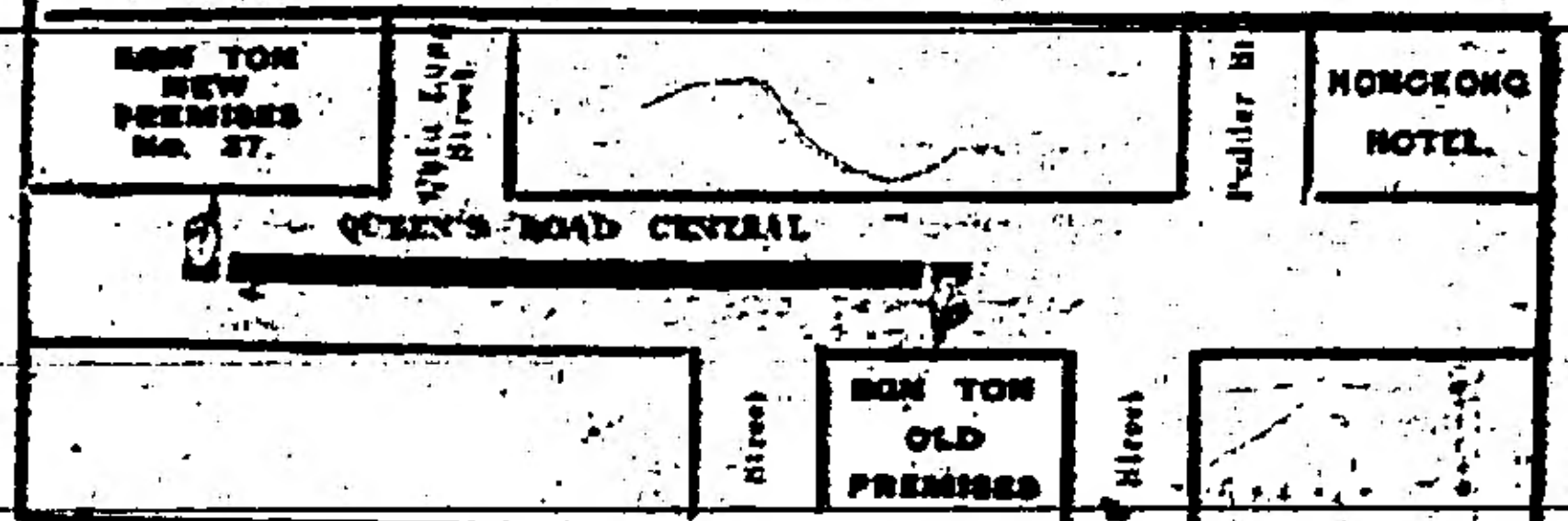
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